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1905

TENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1905.



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C. G. BURGoyNE, WALKER AND CENTRE STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1905.

1905.	1907.
BENJAMIN P. CHENEY, Boston.	H. RIEMAN DUVAL, New York.
GEORGE G. HAVEN, New York.	THOMAS P. FOWLER, New York.
H. H. ROGERS, New York.	CHARLES S. GLEED, Topeka.
	VICTOR MORAWETZ, New York.
1906.	1908.
HOWEL JONES, Topeka.	EDWARD J. BERWIND, New York.
EDWARD P. RIPLEY, Chicago.	ANDREW C. JOBES, Wichita.
BYRON L. SMITH, Chicago.	JOHN G. MCCULLOUGH, Vermont.
CHARLES STEELE, New York.	H. C. FRICK, Pittsburg.

## Executive Committee.

VICTOR MORAWETZ, Chairman.	
EDWARD J. BERWIND,	EDWARD P. RIPLEY,
GEORGE G. HAVEN,	THOMAS P. FOWLER,
CHARLES STEELE,	H. H. ROGERS.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
E. D. KENNA,	-	-	-	<i>First Vice-President,</i>	-	Chicago.
J. W. KENDRICK,	-	-	-	<i>Third Vice-President,</i>	-	Chicago.
W. B. JANSEN,	-	-	-	<i>Assistant to President,</i>	-	Chicago.
A. H. PAYSON,	-	-	-	<i>Assistant to President,</i>	-	San Francisco.
VICTOR MORAWETZ,	-	-	-	<i>General Counsel,</i>	-	New York.
GARDINER LATHROP,	-	-	-	<i>General Solicitor,</i>	-	Chicago.
D. L. GALLUP,	-	-	-	<i>Comptroller,</i>	-	New York.
D. J. SHEEHAN,	-	-	-	<i>Deputy Comptroller,</i>	-	New York.
E. WILDER,	-	-	-	<i>Secretary and Treasurer,</i>	-	Topeka.
L. C. DEMING,	-	-	-	<i>Assistant Secretary,</i>	-	New York.
H. W. GARDINER,	-	-	-	<i>Assistant Treasurer,</i>	-	New York.
G. HOLTERHOFF, Jr.,	-	-	-	<i>Western Assistant Secretary</i>	-	
				<i>and Assistant Treasurer,</i>	-	Los Angeles.
H. C. WHITEHEAD,	-	-	-	<i>General Auditor,</i>	-	Chicago.
W. E. BAILEY,	-	-	-	<i>Assistant General Auditor,</i>	-	Chicago.
W. E. HODGES,	-	-	-	<i>General Purchasing Agent,</i>	-	Chicago.
JAMES DUN,	-	-	-	<i>Chief Engineer,</i>	-	Chicago.
J. E. GORMAN,	-	-	-	<i>Freight Traffic Manager,</i>	-	Chicago.
G. T. NICHOLSON,	-	-	-	<i>Passenger Traffic Manager,</i>	-	Chicago.
W. A. BISSELL,	-	-	-	<i>Assistant Traffic Manager,</i>	-	San Francisco.
W. H. DIEHL,	-	-	-	<i>Transfer Agent.</i>	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.  
CHICAGO OFFICE, - 9 JACKSON BOULEVARD.



OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 6, 1905.

*To the Stockholders :*

Your Directors submit the following report for the fiscal year July 1, 1904, to June 30, 1905, inclusive.

The Lines composing the Atchison System, the operations of which are embraced in the following statements, are as follows :

	June 30, 1905.	June 30, 1904.
Atchison, Topeka & Santa Fe Railway..	6,839.98 miles.	6,822.53 miles.
Rio Grande & El Paso Railroad.....	20.17 "	20.17 "
Gulf, Colorado & Santa Fe Railway.....	1,328.74 "	1,329.05 "
Southern Kansas Railway of Texas.....	129.17 "	129.17 "
Total.....	<u>8,318.06</u> "	<u>8,300.92</u> "

The average mileage operated during the fiscal year ending June 30, 1905, was 8,305.40 miles. The total increase of mileage was 17.14 miles. The increase in the average number of miles operated compared with the preceding fiscal year was 125.81 miles.

During the year the lines Owasso to Tulsa, I. T., 11.03 miles, and Riverbank to Oakdale, Cal., 6.30 miles, were completed and put in operation.

In addition to the System lines covered by this report the Company controls, through ownership of stocks and bonds, various auxiliary railway companies owning lines of an aggregate length of 985.87 miles, as set forth on page 44 of this report. These stocks and bonds are carried in the Balance Sheet under the head of "Investments, New Acquisitions." The aggregate amount of bonds of these companies outstanding, exclusive of those owned by this Company, is \$6,465,000. The aggregate Net Income of these companies for the fiscal year amounted to \$851,189.79 after deducting taxes and rentals.

Of this sum \$319,480.14 was applied in payment of interest on bonds not owned by this Company, while \$373,760.46 was received by this Company as interest and dividends on bonds and stocks owned by it and is included in the Income Account under the head of "Income from Investments." The balance of such Net Income amounting to \$157,949.19 was not taken into the accounts embraced by this report but was retained by the several auxiliary companies or appropriated by them towards new acquisitions and improvements.

### INCOME STATEMENT.

The following is a summary of the transactions of the System for the fiscal year :

Gross earnings from operation.. .. .	\$68,375,837 25
Income from other sources.....	813,902 40
Income from all sources.....	<u>\$69,189,739 65</u>
Operating expenses, including taxes, rentals and other charges .....	47,835,883 50
	<u>\$21,353,856 15</u>
Fixed charges, including accrued interest on Adjustment Bonds.....	9,611,510 09
Net income. ....	<u><u>\$11,742,346 06</u></u>

This is equivalent to 5 per cent. on the preferred stock and 5.92 per cent. on the common stock outstanding.

The following sums were charged during the year in Profit and Loss Account :

#### DIVIDENDS:

On preferred stock—

No. 12 (2½%), paid August 1, 1904.....\$2,854,345

No. 13 (2½%), paid February 1, 1905.... 2,854,345

5,708,690 00

On common stock—

No. 8 (2%), paid December 2, 1904.....\$2,039,110

No. 9 (2%), paid June 1, 1905..... 2,039,110

4,078,220 00

Written off property accounts in respect of expenses and discount on bond sales.....

1,083,311 41

Appropriation to Fuel Reserve Fund.....

319,635 72

Aggregate charges to Profit and Loss.....\$11,189,857 13

Amount to credit of Profit and Loss June 30, 1904.....\$19,187,003 05

Amount to credit of Profit and Loss June 30, 1905, after making the above charges.....19,739,491 98

Income from other sources than earnings from operation consisted of interest on cash in bank and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$681,306.05 in cash was received as the net proceeds of sales of lands embraced in the Santa Fe Pacific Land Grant, but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

#### FUNDED DEBT.

In addition to the \$2,500,000 Serial Debenture Bonds redeemable February 1, 1905, the Company has purchased and canceled \$1,301,000 of the series of bonds falling due February 1, 1906.

\$483,000 of Eastern Oklahoma Division Four Per Cent. Twenty-five Year Gold Bonds were issued and sold, in respect of the Kiowa, Chickasha & Ft. Smith Railway, 24.18 miles in length, which was conveyed to the Eastern Oklahoma Railway Company, March 14, 1904.

During the year the privilege was given to the holders of the preferred and common stock to subscribe for Convertible Bonds to the extent of 15 per cent. of their respective holdings of stock; subscription instalments being payable 25 per cent. April 3-8th, 37½ per cent. July 5th, 37½ per cent. September 30th.

These bonds amounting to \$32,420,000 bear interest from April 1, 1905, at the rate of 4 per cent. per annum.

Including the \$32,420,000 of Convertible Bonds, of which, however, the greater portion will not be issued until September 30, 1905, when the last subscription instalment will fall

due, the funded debt on July 1, 1905, was as follows, bonds in treasury not being counted :

Class of Bonds.	Rate of Interest.	Amount.
General Mortgage, Due October 1, 1995.....	4%	\$146,634,500
Adjustment Mortgage, Due July 1, 1995.....	4%	51,346,000
Convertible Bonds, Due June 1, 1955.....	4%	32,420,000
* Serial Debentures, \$2,500,000 due February 1 of each year.....	4%	21,203,000
Eastern Oklahoma Division, Due March 1, 1928.....	4%	6,128,000
San Francisco & San Joaquin Valley Ry., Due October 1, 1940.....	5%	6,000,000
Chicago & St. Louis Ry., Due March 1, 1915.....	6%	1,500,000
Chicago, Santa Fe & California Ry., Due January 1, 1937.....	5%	560,000
Hutchinson & Southern Ry., Due January 1, 1928.....	5%	195,000
Total.....		<u>\$265,986,500</u>

\* Includes \$4,000 which fell due February 1, 1905, on which date interest ceased.

The actual interest charges for the year ending June 30, 1906, will amount to \$10,589,958.34 in respect of the above bonds.

The mileage *owned* on July 1, 1905, by the System Companies covered by this report (exclusive of the Gulf, Beaumont & Kansas City and Gulf, Beaumont and Great Northern Railways), was 8,134.72 miles (see page 42).

The average amount of funded debt on this mileage and the average interest charge per mile in comparison with the previous year, are as follows :

	July 1, 1905.	July 1, 1904
Funded debt per mile of road.....	\$32,697 68	\$29,175 92
Interest charges per mile of road.....	1,301 82	1,179 05

## CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The expenditures during the fiscal year chargeable to capital account for the construction and acquisition of addi-



tional railways, equipment and other properties and for improvements, amounted in the aggregate to \$8,664,897.39.

These expenditures may be summarized as follows :

Construction and acquisition of new mileage including the acquisition of bonds and stocks of other railway companies :

Arizona & California Ry.....	\$587,211	84
Arizona & Utah Ry.....	143,804	67
Bradshaw Mountain R. R.....	142,522	72
Cane Belt R. R.....	21,818	31
Eastern Ry. of New Mexico.....	184,817	06
Eastern Oklahoma Ry.....	554,175	12
Gulf, Beaumont & Kansas City Ry.....	32,766	23
Gulf, Beaumont & Great Northern Ry.....	50,567	16
Jasper & Eastern Ry.....	361,912	37
Oakdale Western Ry.....	78,702	94
Phoenix & Eastern R. R.....	664,513	50
Pecos Valley & Northeastern Ry.....	213,110	00
San Francisco & Northwestern Ry.....	106,989	10
Santa Fe, Prescott & Phoenix Ry.....	812	63
Sunset R. R.....	1,166	24
A., T. & S. F. Ry. (Owasso Extension).....	171,814	47

Total expenditures for new mileage..... \$3,316,704 36

Acquisition of additional right of way, depot grounds, real estate and terminals.....	325,504	02
Acquisition of equipment (in addition to equipment acquired by use of Replacement Fund).....	44,066	71
Improvements of Equipment.....	14,367	94
Reduction of grades, changes of line, and construction of permanent way.....	1,003,086	50
Second track.....	1,034,017	82
Ballasting.....	353,111	60
Buildings and shops.....	721,423	41
Improvements of China Basin.....	466,169	79
Improvements of Mojave Division.....	29,888	89
Fuel Lands.....	350,000	00
Other Improvement Work.....	611,478	53
Southern California Ry. Co. Preferred Stock... ..	296,105	00
Miscellaneous Items.....	98,972	82

Total expenditures..... \$8,664,897 39

The sum of \$485,000 out of the Fuel Reserve Fund was applied to reimburse the treasury to that extent in respect of investments in fuel properties and this sum was written off the book value of such investments.

The sum of \$681,306.05, in cash, having been received as net proceeds of the sale of Santa Fe Pacific lands, that sum

was written off the book value of Railroads, Franchises and Other Property.

By order of the Board, the sum of \$1,083,311.41 was charged to Profit and Loss and written off the property accounts, in respect of expenses and discount on bond sales.

### MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896:

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$3,443,884 82	\$534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19

For the year ending June 30, 1905, maintenance charges averaged as follows:

Per locomotive.....	\$4,165.31
Per locomotive mile.....	.1487
Per passenger car, including mail, baggage and express.....	1,152.17
Per revenue passenger car mile.....	.0113
Per freight car.....	93.66
Per revenue freight car mile ...	.0078

These Maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment chargeable to Superintendence, Shop Machinery and Tools, Stationery, and Other Expenses. They also include expenses due to the machinists' strike.

The amount to the credit of Rolling Stock Replacement



Fund on June 30, 1904, as shown in the last annual report, was \$26,753.73. To this amount there was added during the year the sum of \$1,601,362.52, of which \$1,491,408.44 was charged to Operating Expenses, and \$109,954.08 was collected in cash for equipment sold and equipment destroyed on foreign lines. Said sum represents the present cost of new equipment corresponding to 35 locomotives and 1,098 cars destroyed or otherwise disposed of, making a total fund of \$1,628,116.25 available for the acquisition of new locomotives and cars. The following equipment was acquired during the year by use of this replacement fund :

31 Locomotives.....	\$507,901 50
82 Freight Cars.....	94,270 18
50 Passenger Cars.....	435,043 73
Add cost of 127 Box Cars purchased and charged to "Equipment" in previous fiscal year now applied in reduction of the replacement fund.....	99,060 00
	<u>\$1,136,275 41</u>

The unexpended balance to the credit of the Rolling Stock Replacement Fund on June 30, 1905, was \$491,840.84.

The following charges were made to Capital Account in respect of additional equipment purchased and in respect of payments made for equipment received during the previous year :

Locomotives (additional charges).....	\$81,762 49
2 Miscellaneous Cars.....	12,006 37
1 River Steamer.....	49,357 85
	<u>\$143,126 71</u>
Deduct cost of 127 Box Cars charged against the replacement fund during current year which were purchased and charged to "Equipment" during previous fiscal year.....	99,060 00
	<u>\$44,066 71</u>

A statement of the locomotives in service and of their tractive power will be found on page 39.

### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses, for Maintenance of Way and Structures, during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$6,282,923 15	\$975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85

### COMPARISON OF OPERATING RESULTS.

The following is a statement of the earnings and expenses of the System for the fiscal year ending June 30, 1905, in comparison with the previous year :

	Year Ending June 30, 1905.	Year Ending June 30, 1904.	Increase.	Decrease.
<b>EARNINGS :</b>				
Passenger.....	\$16,045,380 27	\$15,433,773 63	\$611,606 64	
Freight .....	47,408,982 36	47,762,653 23		\$353,670 87
Mail and Express.....	3,804,528 54	3,835,662 06		31,133 52
Miscellaneous.....	1,116,946 08	1,139,111 26		22,165 18
<b>Total Earnings.....</b>	<b>\$68,375,837 25</b>	<b>\$68,171,200 18</b>	<b>\$204,637 07</b>	
<b>OPERATING EXPENSES :</b>				
Maintenance of Way and Structures.....	\$11,385,418 33	\$9,170,234 07	\$2,215,184 26	
Maintenance of Equipment.	10,914,864 47	10,006,135 41	908,729 06	
Conducting Transportation..	21,362,859 64	21,295,960 11	66,899 53	
General Expenses.....	1,854,241 87	1,749,702 98	104,538 89	
<b>Total Operating Expenses</b>	<b>\$45,517,384 31</b>	<b>\$42,222,032 57</b>	<b>\$3,295,351 74</b>	
<b>Net Earnings from Operation.....</b>	<b>\$22,858,452 94</b>	<b>\$25,949,167 61</b>		<b>\$3,090,714 67</b>
<b>Percentage of Operating Expenses to Earnings.....</b>	<b>66.57</b>	<b>61.94</b>	<b>4.63</b>	

No portion of the earnings was derived from the transportation of Company material.

The average tons of revenue freight per loaded-car mile increased from 13.87 to 14.05, or 1.30 per cent.

The average tons of revenue freight carried per freight-train mile increased from 269.81 to 281.85, or 4.46 per cent.

The average freight revenue per freight-train mile increased from \$2.75 to \$2.82, or 2.55 per cent.

The average passenger revenue per passenger-train mile decreased from \$1.15 to \$1.12, or 2.61 per cent.

The average total revenue per passenger-train mile decreased from \$1.44 to \$1.38, or 4.17 per cent.

Tons of revenue freight carried one mile increased 47,820,436 or 1.02 per cent., while freight-car mileage decreased 9,656,080 miles or 2.01 per cent., and freight-train mileage decreased 571,710 miles or 3.29 per cent.

The number of passengers carried one mile increased 35,380,008 or 5.00 per cent. The passenger-car mileage increased 7,336,313 miles or 8.91 per cent., and the passenger-train mileage increased 1,018,696 miles or 7.62 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896:

Fiscal Year Ending June 30.	Average Miles Operated.	Earnings, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Fixed Interest Charges.	Adjustment Bond Interest.	Surplus.
1897 } 18 mos. }	6,443.81	\$44,541,689 81	\$36,038,455 30	\$6,900,007 91	\$1,540,380 00	\$62,846 60
1898.....	6,936.02	39,396,126 41	30,524,179 15	4,992,148 30	2,053,840 00	1,825,958 96
1899.....	7,032.62	40,762,933 47	29,353,618 11	5,188,132 00	2,053,840 00	4,167,343 36
1900.....	7,341.34	46,498,899 04	29,434,048 13	5,291,326 50	2,053,840 00	9,719,684 41
1901.....	7,807.31	54,807,379 78	34,510,665 40	5,776,970 83	2,053,840 00	12,465,903 55
1902.....	7,855.38	60,275,944 33	36,272,432 45	6,385,145 00	2,053,840 00	15,564,526 88
1903.....	7,965.13	63,668,390 99	40,635,576 48	7,080,645 24	2,053,840 00	13,898,329 27
1904.....	8,179.59	69,419,975 41	44,641,434 10	7,364,930 00	2,053,840 00	15,359,771 31
1905.....	8,305.40	69,189,739 65	47,835,883 50	7,557,670 09	2,053,840 00	11,742,346 06

The following statement shows the gross earnings of the System lines (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896:

Year Ending June 30.	Gross Earnings from Operations.	Average per Mile of Road.
1897 .....	\$30,621,230 10	\$4,752 04
1898 .....	39,214,099 24	5,653 69
1899 .....	40,513,498 63	5,760 80
1900 .....	46,232,078 23	6,297 49
1901 .....	54,474,822 61	6,977 41
1902 .....	59,135,085 53	7,527 97
1903 .....	62,350,397 28	7,827 92
1904 .....	68,171,200 18	8,334 31
1905 .....	68,375,837 25	8,232 70

The following statement shows the development of the freight and passenger earnings of the System since July 1, 1896:

Year Ending June 30.	Freight Earnings.	Passenger Earnings.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899 .....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27

## TREASURY.

The Company held in its Treasury on June 30, 1905, the following cash and cash assets, viz:

Cash on hand June 30th.....	\$9,580,084 35
Securities, estimated cash value (see Exhibit D).....	2,947,026 26
Total .....	<u>\$12,527,110 61</u>

There remain unissued General Mortgage Bonds amounting to over \$5,600,000, all of which are now available. This Company also has in the treasury unpledged the stocks and bonds of other companies, carried in the balance sheet as Investments in Other Companies, at a cost of \$16,547,400.51, and stocks and bonds of certain branches operated as part of the System and included in the balance sheet under Railroads, Franchises and Other Property.

No notes or bills payable of this Company or of any of its auxiliaries are outstanding.

### SOURCES OF REVENUE.

The grain crops of the year were smaller than usual, but there was a slight increase in the cotton movement and a considerable increase in lumber. There was also a substantial increase in the passenger business, largely of a local character, which is gratifying as showing an increase in the density of the population along your lines, as well as a condition of general prosperity. By reason of interruptions due to floods the through business both passenger and freight suffered severely but in the case of the passenger business the loss was more than made up by the local movement.

Rates have been fairly well maintained though upon a basis in many cases much too low in view of the service rendered and its cost to the carrier.

### FUEL RESERVE FUND.

The dividends received from sundry fuel companies have been added to this fund, and certain payments for oil and coal properties have been deducted therefrom:

Amount at credit of Fund June 30, 1904.....	\$579,102 93
Added during the year.....	322,561 84
	<u>\$901,664 77</u>
Deduct sums paid for coal and oil properties.....	488,994 04
In Fund June 30, 1905.....	<u>\$412,670 73</u>



There is also in the treasury of the C. & P. C. & M. Co. the sum of \$341,233.94, being surplus earnings of that Company, so that the total amount available for renewal of fuel properties in which your Company is interested is \$753,904.67.

#### PHOENIX & EASTERN RAILROAD.

This road has been completed to Dudleyville, 94.8 miles east of Phoenix.

#### OAKDALE WESTERN RAILWAY.

A short line (6 miles) has been built from Riverbank, California, to Oakdale, the terminus of the Sierra Railway, thus affording connection with that line.

#### ARIZONA & UTAH RAILWAY.

The Arizona & Utah Railway extending from McConnico station, Arizona, northward 22 miles to Chloride, has come into the possession of your Company through the purchase of the stock and bonds of the Arizona & Utah Railway Company not previously owned.

#### OWASSO-TULSA EXTENSION.

In order to reach a rapidly growing and prosperous section of the Indian Territory an extension of 11.03 miles was constructed from Owasso in a southerly direction forming a connection with the Midland Valley Railroad at Tulsa.

#### JASPER & EASTERN RAILWAY.

At the close of the year this line had been nearly all graded from Kirbyville, Texas, to De Ridder, Louisiana, and rail laid from Kirbyville to the Sabine River, work being delayed by high water. It should be completed during the calendar year, and should add largely to the lumber tonnage of the system lines.

## EASTERN RAILWAY OF NEW MEXICO.

Work on this line is progressing at three points, and it is expected that the entire line from Texico, New Mexico, to Belen, New Mexico, will be completed before the close of the present fiscal year. This line will complete a through route somewhat shorter than the present route via Trinidad. It will avoid the two mountain ranges between Trinidad and Albuquerque, and will be less exposed to interruption by freshets.

## ARIZONA &amp; CALIFORNIA RAILWAY.

This road is projected from Wickenburg, Arizona, west to and across the Colorado River to Bengal, a station on your main line in California. It will materially shorten the distance between the Salt River Valley and all points in California; will afford an alternate route for through business in case of disaster on the main line, and is confidently expected to develop a considerable tonnage in minerals. About forty miles had been constructed at the end of the fiscal year.

## SECOND TRACK.

The density of traffic on portions of your main lines has become so great that additional track facilities have become imperative; accordingly, appropriation was made during the year of the sum necessary to construct 161.03 miles of second track as follows:

	Miles.
Double Track Junction near Le Moyne to	
Joliet, Ill.....	28.20
Kernan to Ancona, Ill.....	11.63
Shopton to Nixon, Iowa.....	7.70
Bucklin to Rothville, Mo.....	14.01
Hardin to Camden, Mo.....	11.40
Holliday to Emporia, Kansas (to complete).....	53.67
Florence to Lehman, Kansas.....	24.23
Jansen to Morley, Colo.....	7.54
Lynn to Hillside, N. M.....	2.65

of which 15.87 miles are already in operation. The remainder

will be completed before the end of the calendar year, when a total of 322.92 miles of second track will be in use.

Both track and equipment are in better condition than ever before notwithstanding the adverse conditions of the year past, and the road is now ready to handle promptly and efficiently the large business which seems likely to fall to its lot during the coming year, the crops being now out of danger and very large.

### THE FLOODS.

The year was remarkable for excessive rainfall not confined to any one locality, but almost universal and nearly continuous; in fact there was hardly a week in the fourteen months ending June 30th last during which some part of the line was not out of business by reason of floods of greater or less magnitude. On at least three occasions your main lines in Arizona and New Mexico were totally disabled for from four to eight days, besides innumerable smaller breaks. For weeks it was necessary to advise intending patrons to ship or travel over other routes. Nine thousand five hundred and fifty-one feet of bridges, thirty-five and one-half miles of track and one million cubic yards of embankment were carried away and the fine stone station building at Trinidad was demolished. It is impossible to estimate the amount of business lost and its effect on gross earnings. The cost of repairing the damages caused by the floods will amount to \$2,000,000. The greater part of this sum has been included in the operating expenses of the fiscal year, but a portion remained to be charged after June 30th as permanent repairs had not been completed at that date.

In addition heavy expense was incurred in caring for delayed passengers, detouring trains over other lines, overtime paid employees of delayed trains, wrecks due to washouts, etc.,



so that nearly all the decrease in net earnings as compared with the preceding year may be ascribed to this cause.

So far as is possible steps have been taken to prevent further disaster of this kind. Entire changes of line have been made at several points and protection work constructed at places where a change of line was impracticable. Floods of the same magnitude would still work great destruction, but as nothing so severe ever happened before a recurrence seems improbable.

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#### OBITUARY.

Again it is the duty of your board to record the death of one of its members in the person of Mr. R. Somers Hayes, who died at his home in Millbrook, N. Y., March 2, 1905. Mr. Hayes was a member of the Reorganization Committee and a member of the Executive Committee since the organization of the present corporation, bringing to its councils the benefit of long experience in railway affairs as well as a ripe judgment, a sound mind and the strictest integrity.

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Your directors take pleasure in recording their appreciation of loyalty and efficient service by officers and employees.

E. P. RIPLEY,

*President.*



STATEMENTS.



THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—SYSTEM.

Including The Atchison, Topeka & Santa Fe Railway Company, Rio Grande and El Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company and The Southern Kansas Railway Company of Texas.

DR. INCOME ACCOUNT FOR THE FISCAL YEAR ENDING JUNE 30, 1905. CR.

Operating Expenses:		Earnings:	
Maintenance of Way and Structures..	\$11,385,418 83	Passenger.....	\$16,045,380 27
Maintenance of Equipment.....	10,914,864 47	Freight.....	47,408,982 36
Conducting Transportation.....	21,362,859 64	Mail, Express and Miscellaneous.....	4,921,474 62
General Expenses.....	1,854,241 87		<u>\$68,375,837 25</u>
	<u>\$45,517,384 31</u>		
Taxes.....	1,926,696 49		
Rental of Tracks and Terminals.....	293,552 84		
Balance carried down.....	20,658,203 61		
	<u>\$68,375,837 25</u>		
Interest on Bonds.....	\$9,611,510 09	Balance brought down.....	\$20,658,203 67
Advances to Subsidiary Companies.....	38,847 43	Interest and Discount.....	162,124 77
Rental of Leased Lines (in excess of income from securities of same lines owned).....	59,402 43	Income from Investments.....	651,541 64
Balance, being Net Income for 12 months ending June 30, 1905, carried to Profit and Loss Account.....	11,742,346 06	Sundry Adjustments.....	235 99
	<u>\$21,452,106 01</u>		<u>\$21,452,106 01</u>

DR. PROFIT AND LOSS ACCOUNT TO JUNE 30, 1905. CR.

Dividend No. 12 on Capital Stock, Preferred.....	\$2,854,345 00	Balance brought forward from June 30, 1904.....	\$19,187,003 05
" " 13 " ".....	2,854,345 00	Net Income for 12 months ending June 30, 1905.....	11,742,346 06
" " 8 " " Common.....	2,039,110 00		
" " 9 " ".....	2,039,110 00		
Appropriation for Fuel Reserve Fund.....	319,635 72		
Amount written off property accounts in respect of expenses and discount on bond sales.....	1,083,311 41		
Balance carried down.....	19,739,491 98		
	<u>\$30,929,349 11</u>	Balance (Surplus) carried to General Balance Sheet.....	<u>\$19,739,491 98</u>

NOTE.—Dividend No. 14 on the Preferred Capital Stock, amounting to \$2,854,345, was declared June 7, 1905; paid August 1, 1905.



## FE RAILWAY COMPANY—SYSTEM.

El Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company and Railway Company of Texas.

SHEET JUNE 30, 1905.

Balances June 30, 1904.	LIABILITIES.		Balances June 30, 1905.
\$102,000,000 00	CAPITAL STOCK:		
	COMMON.....		
	PREFERRED.....	\$131,486,000 00	\$102,000,000 00
	Less amount in Special Trust:		
	For acquisition of Auxiliary		
	Lines.....	\$10,800,000 00	
	For Improvements, Exten-		
	sions, etc.....	6,486,470 00	
114,199,530 00		17,286,470 00	114,199,530 00
	FUNDED DEBT:		
\$148,799,500 00	General Mortgage 4% Bonds.....	\$148,799,500 00	
51,728,000 00	Adjustment Mortgage Bonds....	51,728,000 00	
25,000,000 00	Serial Debenture 4% Bonds.....	21,203,000 00	
	Eastern Oklahoma Division 1st Mtge. 4%		
5,645,000 00	Bonds.....	6,128,000 00	
1,500,000 00	Chicago & St. Louis Ry. Co. 1st Mtge 6%		
	Bonds.....	1,500,000 00	
6,000,000 00	The San Francisco & San Joaquin Valley		
759,550 00	Ry. Co. 1st Mtge. 5% Bonds.....	6,000,000 00	
	Miscellaneous Bonds.....	759,550 00	
	Amount paid up on issue of Convertible 4%		
	Bonds.....	10,108,250 00	
239,432,050 00			246,226,300 00
6,800,797 62	Balance carried down .....		7,277,861 95
\$462,432,377 62			\$469,703,691 95
26,753 73	ROLLING STOCK REPLACEMENT FUND.....		491,840 84
546,675 56	RAIL RENEWAL FUND.....		171,656 40
49,203 10	TIE RENEWAL FUND.....		144,477 65
	BRIDGE RENEWAL FUND.....		72,800 00
	FUEL RESERVE FUND:		
482,027 66	The Atchison, Topeka & Santa Fe Ry. Co...	316,663 38	
97,075 27	Cherokee & Pittsburg C. & M. Co.....	96,007 35	
579,102 93			412,670 73
792,001 50	ACCRUED TAXES NOT YET DUE.....		771,899 51
	INTEREST ON FUNDED DEBT:		
\$3,580,698 34	Accrued, not due.....	\$3,622,405 00	
204,080 00	Coupons, not presented.....	436,996 45	
3,784,778 34			4,059,401 45
	ACCOUNTS PAYABLE:		
\$2,302,106 19	Pay Rolls.....	\$2,560,122 02	
3,148,579 48	Audited Vouchers.....	2,761,491 11	
1,143,167 71	Traffic Balances.....	898,850 64	
707,512 48	Miscellaneous.....	1,567,892 73	
7,301,365 86			7,788,356 50
215,199 56	PRIOR ACCOUNTS IN LIQUIDATION.....		50,000 00
19,187,008 05	PROFIT AND LOSS: Surplus.....		19,739,491 98
\$32,482,083 63			\$33,702,595 06

## GENERAL BALANCE SHEET—EXHIBIT A.

## RAILROADS, FRANCHISES AND OTHER PROPERTY.

Amount June 30, 1904, as published in Annual Report.....	\$440,925,439 16
Expenditures for Construction and Equipment during Fiscal Year ending June 30, 1904.....	7,440,966 24
Additional Expenditures during the Fiscal Year ending June 30, 1905:	
Expenses and Discount on bond sales.....	\$1,083,311 41
Eastern Oklahoma Ry.....	554,175 12
Gulf, Beaumont & Great Northern Ry.....	50,567 16
Gulf, Beaumont & Kansas City Ry..	32,766 23
Oakland & East Side R. R.....	53,991 75
Oakdale Western Ry.....	78,702 94
San Francisco Terminal Property.....	105,525 00
Santa Fe Pacific R. R.....	4,825 67
Santa Fe Terminal Co. of California.....	548 85
Southern California Ry. Co. Preferred Stock.....	296,105 00
	<u>2,260,519 13</u>
	\$450,626,924 53
DEDUCTIONS.	
Ft. Worth Union Depot.....	\$2,500 00
Land Sales during Fiscal Year.....	681,306 05
Charged to Profit and Loss (see page 23).....	1,083,311 41
Sundry Adjustments.....	227,277 01
	<u>\$1,994,394 47</u>
	\$448,632,530 06

## GENERAL BALANCE SHEET—EXHIBIT B.

EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT  
DURING FISCAL YEAR.

Improvements .....	\$4,253,630 14
Construction (Extension).....	171,814 47
Equipment. ....	58,434 65
	<u>\$4,483,879 26</u>



## GENERAL BALANCE SHEET—EXHIBIT C.

## INVESTMENTS, NEW ACQUISITIONS.

Amount June 30, 1904, as published in Annual Report..... \$14,065,972 22  
 Additional expenditures during the fiscal year ending June 30, 1905:

Arizona & California Ry.....	\$587,211 84	
Arizona & Utah Ry.....	143,804 67	
Bradshaw Mountain R. R.....	142,522 72	
Cane Belt R. R.....	21,818 81	
Chicago Union Transfer Ry.....	99,684 82	
Eastern Ry. of New Mexico.....	184,817 06	
Jasper & Eastern Ry.....	361,912 37	
Pecos Valley & Northeastern Ry.....	213,110 00	
Phoenix & Eastern R. R.....	664,513 50	
San Francisco & Northwestern Ry.....	106,989 10	
Santa Fe Land Improvement Co.:		
For capital stock of the Chanslor-Canfield Midway Oil Co.....	350,000 00	
For capital stock of the Yosemite Transportation Co.....	4,500 00	
For capital stock of the Texas Tie & Lumber Preserving Co.....	89,647 15	
For Antioch Warehouse property.....	33,800 00	
Santa Fe, Prescott & Phoenix Ry.....	812 63	
Sunset R. R....	1,166 24	
		3,006,310 41
		\$17,072,282 63

## DEDUCTIONS.

Credits in reduction of book values (Application from Fuel Reserve Fund):

Santa Fe Land Improvement Co., investments in fuel properties.....	485,000 00
	\$16,587,282 63

## GENERAL BALANCE SHEET—EXHIBIT D.

## SECURITIES IN TREASURY, JUNE 30, 1905.

	Par Value.	Estimated Value.
The Atchison, Topeka & Santa Fe Ry. Co.:		
*General Mortgage 4% Bonds.....	2,165,536 26	2,165,536 26
Adjustment Mortgage Bonds.....	382,000 00	362,900 00
Capital Stock, Preferred.....	25,800 00	24,510 00
"        "        Common.....	44,500 00	31,150 00
California Southern R. R. Co. Income 6% Bond Scrip.....	130 00	130 00
Chicago, Kansas & Western R. R. Co. Income 6% Bonds....	200 00	200 00
County Bonds.....	11,200 00	11,200 00
Galveston County Sea Wall & Breakwater 4% Bonds.....	19,000 00	19,000 00
Houston Oil Co. of Texas, Capital Stock, Preferred.....	250,000 00	100,000 00
"        "        "        "        "        Common.....	250,000 00	
Kirby Lumber Company, Capital Stock, Preferred.....	250,000 00	
"        "        "        "        "        Common.....	250,000 00	
Kansas City Belt Ry. Co. First Mortgage 6% Bonds.....	25,000 00	25,000 00
Standard Office Co. Capital Stock.....	207,400 00	207,400 00
	\$3,880,766 26	\$2,947,026 26

\*Includes \$536.26 fractions due.

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FOR YEARS ENDING  
JUNE 30, 1905 AND 1904.

	1905.	1904.
<b>EARNINGS.</b>		
PASSENGER.....	\$16,045,380 27	\$15,433,773 63
FREIGHT.....	47,408,982 36	47,762,653 23
MAIL, EXPRESS AND MISCELLANEOUS.....	4,921,474 62	4,974,773 32
GROSS EARNINGS.....	\$68,375,837 25	\$68,171,200 18
<b>EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Roadway—Superintendence.....	\$306,697 59	\$289,394 79
General Repairs.....	4,542,036 84	3,343,428 49
Watchmen and Walkers.....	170,671 50	158,834 08
Ballasting.....	317,452 67	175,348 15
Snow, Ice, Weeds, etc.....	308,022 37	223,867 02
Frogs, Switches, Signals, etc.....	174,316 54	167,687 70
Rail Fastenings.....	451,180 83	397,451 89
Renewal of Rails.....	632,159 47	591,258 92
Renewal of Ties.....	1,619,186 32	1,250,976 51
Bridges—Superintendence.....	122,353 04	115,620 24
General Repairs and Renewals.....	1,236,305 94	1,195,986 29
Watchmen and Tenders.....	17,642 76	16,743 97
Fences, Road Crossings, etc.—Repairs and Renewals....	168,908 88	135,081 04
Buildings—Superintendence.....	66,291 03	64,242 24
Station, Office and Miscellaneous.....	497,465 94	478,299 02
Engine Houses, Shops, etc.....	266,175 59	264,072 31
Fuel and Water Stations.....	268,087 20	145,391 06
Docks and Wharves—Repairs and Renewals.....	32,469 41	17,059 25
Telegraph—Repairs and Renewals.....	182,798 47	135,198 93
Stationery and Printing.....	5,069 83	3,965 97
Other Expenses.....	126 11	326 20
Total.....	\$11,385,418 33	\$9,170,234 07
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence.....	\$367,555 94	\$326,217 85
Locomotives—Repairs and Renewals.....	5,116,571 99	4,570,305 12
Passenger Cars—Repairs and Renewals.....	825,885 74	605,129 13
Dining Cars—Repairs and Renewals.....	31,670 08	30,749 23
Freight Cars—Repairs and Renewals.....	3,099,635 88	3,079,903 33
Work Cars—Repairs and Renewals.....	124,908 32	144,350 00
Marine Equipment—Repairs and Renewals.....	22,583 17	29,204 42
Shop Machinery and Tools—Repairs and Renewals.....	436,620 45	487,170 66
Stationery and Printing.....	22,377 11	14,670 49
Other Expenses.....	817,055 79	718,435 18
Total.....	\$10,914,864 47	\$10,006,135 41

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FOR YEARS ENDING  
JUNE 30, 1905 AND 1904.—*Continued.*

	1905.	1904.
<b>CONDUCTING TRANSPORTATION:</b>		
Superintendence—Transportation .....	\$402,146 60	\$373,967 17
Traffic .....	290,359 48	280,158 60
Engine and Roundhouse Men—Engineers and Firemen..	3,138,135 04	3,063,382 02
Hostlers, Wipers, etc....	830,684 33	803,209 69
Fuel for Locomotives.....	4,790,143 71	5,160,203 87
Water Supply for Locomotives.....	398,471 03	390,042 22
Oil, Tallow and Waste for Locomotives.....	157,870 43	164,488 46
Other Supplies for Locomotives.....	145,040 34	136,707 39
Train Service .....	2,626,104 09	2,576,631 65
Train Supplies and Expenses—Supplies and Expenses...	306,231 47	211,604 75
Cleaning and Lubricating Cars.....	319,545 08	311,902 12
Fuel and Light for Cars..	134,759 79	120,818 65
Dining Car Expenses.....	71,915 00	62,135 87
Switchmen, Flagmen and Watchmen.....	1,122,148 82	1,090,457 10
Telegraph Expenses.....	933,125 74	887,335 49
Station Service—Station Agents, Clerks, etc.....	1,246,616 09	1,208,478 88
Station Baggage Masters, etc.....	74,861 40	71,074 82
Station Labor.....	871,512 79	851,091 88
Stock Yards Labor.....	58,678 29	66,287 47
Station Supplies—Supplies and Expenses.....	161,685 36	156,587 32
Stock Yards Supplies.....	10,217 61	18,343 12
Switching Charges.....	33,430 06	28,987 20
Car Mileage.....	458,989 82	571,447 65
Hire of Equipment.....	11,311 00	35,357 10
Loss and Damage—Live Stock.....	107,286 12	110,266 64
Baggage.....	8,462 47	5,676 95
Freight.....	570,730 47	421,747 20
Property.....	87,553 55	120,016 99
Injuries to Persons.....	433,112 59	540,301 96
Clearing Wrecks.....	116,281 41	98,099 34
Operating Marine Equipment.....	78,861 85	82,672 16
Advertising.....	195,457 59	182,000 76
Outside Agencies.....	713,189 70	670,368 63
Commissions.....	8,674 41	28,765 63
Rents of Buildings and Other Property.....	75,918 18	51,113 42
Stationery and Printing.....	226,809 36	180,766 43
Other Expenses.....	146,538 57	163,463 51
Total.....	<u>\$21,362,859 64</u>	<u>\$21,295,960 11</u>
<b>GENERAL EXPENSES:</b>		
General Officers—Salaries.....	\$336,752 87	\$357,522 37
Clerks and Attendants—Salaries.....	668,582 13	615,650 98
General Office Expenses and Supplies.....	66,867 67	68,985 77
Insurance.....	251,265 26	253,115 77
Law Expenses.....	226,596 57	210,438 66
Stationery and Printing.....	114,508 72	87,314 63
Other Expenses—Advertising, etc.....	189,321 57	148,522 78
Real Estate—Expenses and Repairs....	347 08	8,152 02
Total.....	<u>\$1,854,241 87</u>	<u>\$1,749,702 98</u>
TOTAL OPERATING EXPENSES.....	<u>\$45,517,384 31</u>	<u>\$42,222,032 57</u>
NET EARNINGS.....	<u>\$22,858,452 94</u>	<u>\$25,949,167 61</u>

EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT DURING THE YEARS ENDING  
JUNE 30, 1905 AND 1904.

## Construction—(Improvements on Existing Mileage.)

ACCOUNTS.	1905.	1904.
Engineering.....	\$26,316 81	\$12,886 26
Right of Way and Station Grounds.....	88,302 15	126,246 34
Real Estate.....	<i>5,854 19</i>	<i>8,200 00</i>
Grading.....	930,604 39	1,075,162 54
Bridges, Trestles and Culverts.....	458,598 51	594,277 05
Ties.....	317,520 31	63,456 41
Rails.....	455,528 73	72,112 48
Track Fastenings.....	107,162 62	23,178 87
Frogs and Switches.....	59,936 21	23,496 67
Ballast.....	409,675 40	213,202 35
Track Laying and Surfacing.....	233,978 04	167,247 18
Fencing Right of Way.....	22,013 27	30,496 38
Crossings, Cattle Guards and Signs.....	191,572 08	52,723 44
Interlocking or Signal Apparatus.....	60,884 31	71,528 20
Telegraph Lines.....	20,935 79	28,927 26
Station Buildings and Fixtures.....	53,114 99	230,338 47
Shops, Roundhouses and Turntables.....	286,609 97	108,010 26
Shop Machinery and Tools.....	137,023 66	137,859 55
Water Stations.....	120,708 88	224,027 67
Fuel Stations.....	8,340 70	95,862 73
Grain Elevators.....	272,121 77	10,000 00
Electric Light Plants.....	<i>125 01</i>	7,709 43
Electric Motive Power Plants.....	<i>1,625 45</i>	2,751 00
Gas Making Plants.....	.....	452 19
Miscellaneous Structures.....	11 09	16,321 87
Legal Expenses.....	.....	30 00
General Expenses.....	<i>224 89</i>	75 00
Total Construction—(Improvements).....	\$4,253,630 14	\$3,378,969 65

## Construction—(Extensions.)

Engineering.....	\$3,225 59	\$6,150 07
Right of Way and Station Grounds.....	45,240 27	1,610 59
Grading.....	43,398 85	92,447 97
Bridges, Trestles and Culverts.....	31,871 12	14,739 05
Ties.....	6,833 64	60,649 92
Rails.....	21,264 99	94,469 63
Track Fastenings.....	1,473 13	36,672 07
Frogs and Switches.....	3,673 15	1,604 27
Ballast.....	81 34	<i>30,033 29</i>
Track Laying and Surfacing.....	12,291 61	101,508 87
Fencing Right of Way.....	836 19	189 03
Crossings, Cattle Guards and Signs.....	881 49	666 05
Interlocking or Signal Apparatus.....	.....	1,376 73
Telegraph Lines.....	720 85	1,647 98
Station Buildings and Fixtures.....	19 75	4,349 88
Water Stations.....	.....	538 96
Miscellaneous Structures.....	.....	1,310 22
General Expenses.....	2 50	378 94
Total Construction—(Extensions).....	\$171,814 47	\$390,276 94

Credits in italics.

EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT DURING THE YEARS ENDING  
JUNE 30, 1905 AND 1904.—*Continued.*

## Equipment.

	1905.	1904.
Locomotives and Tenders.....	\$94,767 38	\$2,747,580 62
Passenger Cars.....	1,853 96	19,578 78
Freight Cars.....	<i>99,550 91</i>	1,692,405 63
Work Cars.....	12,006 37	1,739 33
Marine Equipment.....	49,357 85	.....
Total Equipment.....	\$58,434 65	\$4,461,304 36
Total Construction—(Improvements and Extensions) and Equipment.....	\$4,483,879 26	\$8,230,550 95

NOTE.—Credits in italics.



COMPARISONS BY MONTHS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS  
FOR FISCAL YEARS ENDING JUNE 30, 1905 AND 1904.

		July.	August.	September.	October.	November.	December.	
Gross Earnings	1904	\$4,742,836 05	\$5,444,334 26	\$6,156,340 46	\$5,549,380 57	\$6,487,013 58	\$6,235,182 15	
	1903	5,386,592 73	5,594,732 82	5,870,813 53	6,576,025 72	6,348,387 97	6,035,716 50	
Operating Expenses	1904	\$3,385,947 01	\$3,530,484 41	\$3,558,188 15	\$3,777,989 15	\$3,787,456 84	\$3,994,658 59	
	1903	3,423,356 78	3,443,030 73	3,381,701 11	3,570,117 71	3,579,285 13	3,796,797 90	
Net Earnings	1904	\$1,356,889 04	\$1,913,849 85	\$2,598,152 31	\$1,771,391 42	\$2,699,556 74	\$2,240,523 56	
	1903	1,963,235 95	2,151,702 09	2,489,112 42	3,005,908 01	2,769,102 84	2,238,918 60	
	Inc.			\$109,039 89			\$1,604 96	
	Dec.	\$606,346 91	\$237,852 24		\$1,234,516 59	\$69,546 10		

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Gross Earnings	1905	\$5,407,741 32	\$4,669,306 00	\$5,960,923 50	\$5,996,896 33	\$5,845,280 83	\$5,880,602 20	\$68,375,837 25
	1904	5,407,329 80	5,346,859 70	5,529,511 77	5,619,278 34	5,338,483 60	5,117,467 70	68,171,200 18
Operating Expenses	1905	\$3,839,331 26	\$3,562,117 86	\$3,945,008 01	\$3,878,042 69	\$4,070,367 46	\$4,187,792 88	45,517,384 31
	1904	3,599,955 49	3,409,135 71	3,472,457 60	3,476,341 77	3,521,900 23	3,547,952 41	42,222,032 57
Net Earnings	1905	\$1,568,410 06	\$1,107,188 14	\$2,015,915 49	\$2,118,853 64	\$1,774,913 37	\$1,692,809 32	\$22,858,452 94
	1904	1,807,374 31	1,937,723 99	2,057,054 17	2,142,936 57	1,816,583 37	1,569,515 29	25,949,167 61
	Inc.						\$123,294 03	
	Dec.	\$238,964 25	\$830,535 85	\$41,138 68	\$24,082 93	\$41,670 00		\$3,090,714 67

## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR FISCAL YEARS ENDING JUNE 30, 1905 AND 1904.

FREIGHT.					
	Freight Earnings.	Number of Tons Carried.	Number of Tons Carried One Mile.	Average Distance per Ton—Miles.	Earnings per Ton per Mile in Cents.
Fiscal year to June 30, 1905..	\$47,408,982 36	12,894,347	4,730,090,247	366.83	1.002
" " " 30, 1904..	47,762,653 23	13,195,597	4,632,269,811	354.84	1.020
Increase.....	.....	.....	.....	.....	.....
Decrease .....	\$33,670 87	301,250	47,820,436	11.99	0.018
PASSENGER.					
	Passenger Earnings.	Number of Passengers Carried.	Number of Passengers Carried one Mile.	Average Distance per Passenger—Miles.	Earnings per Passenger per Mile in Cents.
Fiscal year to June 30, 1905..	\$16,045,330 27	8,238,955	743,500,412	89.70	2.158
" " " 30, 1904..	15,433,773 63	7,622,012	708,120,404	92.90	2.180
Increase.....	\$611,606 64	666,943	35,380,008	.....	.....
Decrease .....	.....	.....	.....	3.20	0.022

## SUMMARY OF FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1905.

	Tons.	Tons One Mile.	Earnings.
East .....	6,622,948	2,403,581,868	\$21,832,897 16
West.....	6,271,399	2,326,508,379	25,576,085 20
Total.....	12,894,347	4,730,090,247	\$47,408,982 36

## SUMMARY OF PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1905.

	Passengers.	Passengers One Mile.	Earnings.
East.....	4,061,374	335,814,625	\$7,509,474 61
West.....	4,227,581	407,685,787	8,535,905 66
Total.....	8,288,955	743,500,412	\$16,045,380 27



CLASSIFICATION OF FREIGHT TONNAGE (COMPANY MATERIAL EXCLUDED)  
FOR YEARS ENDING JUNE 30, 1905 AND 1904.

	1905.		1904.	
	Tons.	%	Tons.	%
PRODUCTS OF AGRICULTURE:				
Corn.....	435,135	.....	462,295	
Wheat.....	868,093	.....	1,506,130	
Other Grain.....	183,553	.....	204,257	
Total Grain.....	1,486,781	11.53	2,172,682	16.46
Flour.....	336,474	.....	365,890	
Other Mill Products.....	167,576	.....	174,519	
Hay, Straw and Broom Corn.....	230,018	.....	209,945	
Tobacco.....	*	.....	579	
Cotton.....	207,344	.....	192,316	
Cotton Seed and its Products.....	182,045	.....	121,671	
Fruit and Vegetables.....	623,194	.....	550,929	
Other Agricultural Products.....	57,076	.....	33,386	
Total Products of Agriculture...	3,290,508	25.52	3,821,917	28.96
PRODUCTS OF ANIMALS:				
Live Animals.....	872,509	.....	973,155	
Dressed Meats.....	36,797	.....	46,427	
Other Packing House Products.....	49,888	.....	52,835	
Poultry, Game and Fish.....	25,380	.....	25,992	
Wool.....	17,882	.....	16,865	
Hides and Leather.....	27,183	.....	18,614	
Other Animal Products.....	39,622	.....	52,062	
Total Products of Animals.....	1,069,261	8.29	1,185,950	8.99
PRODUCTS OF MINES:				
Anthracite Coal.....	35,917	.....	30,604	
Bituminous Coal.....	1,908,070	.....	1,926,341	
Coke.....	218,482	.....	158,705	
Ore and Bullion.....	306,837	.....	276,253	
Stone and Sand.....	1,039,553	.....	753,999	
Salt.....	112,447	.....	98,854	
Other Mineral Products.....	569,817	.....	721,587	
Total Products of Mines.....	4,191,123	32.50	3,966,343	30.06
PRODUCTS OF FOREST:				
Lumber.....	1,113,485	.....	1,026,838	
Other Forest Products.....	459,701	.....	593,858	
Total Products of Forest.....	1,573,186	12.20	1,620,696	12.28
MANUFACTURES:				
Petroleum and Other Oils.....	130,211	.....	141,179	
Sugar.....	72,340	.....	65,208	
Iron—Pig, Bloom and Scrap.....	21,554	.....	25,927	
Iron and Steel Rails and Trimmings.....	39,513	.....	59,142	
Other Castings and Machinery.....	256,137	.....	179,803	
Bar and Sheet Metal.....	60,421	.....	47,044	
Cement, Brick and Lime.....	535,229	.....	466,508	
Agricultural Implements.....	54,137	.....	46,615	
Wagons, Carriages and Other Vehicles.....	27,368	.....	33,419	
Wines, Liquors and Beer.....	76,568	.....	87,270	
Household Goods and Furniture.....	89,453	.....	97,051	
Other Manufactured Products.....	522,773	.....	494,012	
Total Manufactures.....	1,885,704	14.63	1,743,178	13.21
Total Car Load Tonnage.....	12,009,782	93.14	12,338,084	93.50
Merchandise—L. C. L. Tonnage.....	884,565	6.86	857,513	6.50
Total Tonnage, exclusive of Com- pany Material.....	12,894,347	100.00	13,195,597	100.00

\* Figures for 1905 included in Other Agricultural Products.

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1905 AND 1904.

	1905.	1904.
<b>MILEAGE:</b>		
Passenger—Revenue .....	14,368,195	13,218,785
Mixed .....	615,164	648,858
Non-revenue .....	83,682	76,182
Total .....	15,067,041	13,943,825
Freight—Revenue .....	17,724,226	18,989,780
Mixed .....	1,436,730	1,292,229
Non-revenue .....	140,178	121,990
Total .....	19,301,134	20,403,999
Work .....	1,217,634	933,568
Switch .....	5,141,827	5,014,315
Total Miles Run .....	40,727,636	40,295,707
Miles run by Coal Burners .....	28,084,009	29,222,266
Miles run by Oil Burners .....	12,643,627	11,073,441
<b>CONSUMPTION OF FUEL AND STORES:</b>		
Waste used, pounds .....	638,907	631,988
Oil used (all kinds except fuel), pints...	4,936,252	5,053,974
Oil used (lubricating), pints .....	3,381,397	3,378,392
Coal used, tons (2,000 lbs.) .....	1,910,845	2,017,468
Fuel Oil used, tons (2,000 lbs.) .....	637,790	512,832
Wood used, cords .....	28,840	28,719
<b>COST OF LABOR AND MATERIAL:</b>		
Repairs and Renewals of Locomotives, Labor .....	\$3,356,963 80	\$3,000,122 34
Repairs and Renewals of Locomotives, Material .....	1,759,608 19	1,570,182 78
Total Repairs and Renewals .....	\$5,116,571 99	\$4,570,305 12
Wages of Engineers, Firemen and Wipers	4,123,321 83	3,985,637 16
Oil and Waste .....	163,376 11	168,723 54
Miscellaneous Supplies .....	148,710 75	139,497 45
Coal .....	3,028,029 64	3,543,919 48
Fuel Oil .....	1,845,798 85	1,681,642 28
Wood .....	52,530 64	47,207 33
Total .....	\$14,478,339 81	\$14,136,932 36
<b>COST PER MILE RUN IN CENTS:</b>		
For Oil and Waste .....	0.40	0.42
For Miscellaneous Supplies .....	0.37	0.35
For Fuel, Coal and Wood .....	10.97 } Av'r'ge	12.29 } Av'r'ge
For Fuel, Oil .....	14.60 } 12.10	15.19 } 13.08
For Engineers, Firemen and Wipers .....	10.12	9.89
Locomotive Repairs and Renewals .....	12.56	11.34
Total .....	35.55	35.08
<b>MILES RUN:</b>		
To one ton of coal .....	14.70	14.48
To one ton of fuel oil .....	19.82	21.59
To one pint of oil (all kinds except fuel)	8.25	7.97
To one pint of oil (lubricating) .....	12.04	11.93
<b>AVERAGE COST OF FUEL:</b>		
Coal per ton .....	1.58	1.76
Fuel oil per ton .....	2.89	3.28
Wood per cord .....	1.82	1.64

The amount shown for Repairs and Renewals covers direct charges to Account 12—Repairs and Renewals of Locomotives—only, while the average Maintenance charges shown on page 10 include a proportion of unlocated equipment expenditures chargeable to Superintendence, Shop Machinery and Tools, Stationery and Other Expenses.

## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1905 AND 1904.

	1905.	1904.
<b>REVENUE TRAIN MILEAGE:</b>		
Miles run by Passenger Trains.....	13,777,055	12,723,231
Miles run by Freight Trains.....	15,373,270	16,034,637
Miles run by Mixed Trains { Freight.....	1,408,816	1,269,159
{ Passenger.....	605,210	640,338
Total .....	31,164,351	30,717,365
<b>CAR MILEAGE:</b>		
Miles run by Passenger Cars in Revenue Trains.....	89,637,292	82,300,979
Miles run by Freight Cars in Revenue Trains	471,004,305	480,660,385
Total .....	560,641,597	562,961,364
<b>LOADED AND EMPTY FREIGHT CAR MILEAGE:</b>		
<b>Loaded Freight Cars:</b>		
East or North .....	169,796,519	165,083,510
West or South .....	166,970,194	172,505,190
Total .....	336,766,713	337,588,700
<b>Empty Freight Cars:</b>		
East or North .....	63,635,948	73,000,232
West or South .....	70,601,644	70,071,453
Total .....	134,237,592	143,071,685
<b>NON-REVENUE TRAIN MILEAGE:</b>		
Miles run by Passenger Trains.....	82,696	74,122
Miles run by Work and Supply Trains.....	1,275,853	1,024,184

## EQUIPMENT IN SERVICE JUNE 30, 1905.

Description.	Number.
LOCOMOTIVES.....	1,454
PASSENGER CARS:	
Baggage.....	132
Baggage and Express.....	9
Baggage and Mail.....	23
Baggage, Mail and Express.....	53
Business.....	30
Chair.....	109
Coach—First-Class.....	258
Coach—Second-Class.....	39
Coach and Baggage.....	43
Coach and Mail.....	10
Coach, Mail and Baggage.....	27
Composite.....	11
Dining.....	22
Express—Box.....	10
Express—Horse.....	12
Mail.....	32
Mail and Express.....	9
Parlor.....	7
Smoking.....	45
TOTAL PASSENGER CARS.....	881
FREIGHT CARS:	
Ballast.....	1,050
Beer.....	31
Box.....	15,179
Caboose.....	556
Coal.....	8,195
Combination.....	1
Flat.....	2,683
Furniture.....	1,887
Logging.....	114
Refrigerator.....	4,516
Stock.....	3,803
Tank—Oil.....	1,086
Tank—Water.....	71
TOTAL FREIGHT CARS.....	39,172
MISCELLANEOUS CARS:	
Air Brake Instruction.....	1
Ballast Unloader.....	8
Ballast Spreader.....	7
Boarding.....	17
Bunk.....	2
Derrick.....	22
Ditcher and Wrecker.....	4
Frontier Station.....	1
Paint.....	3
Pile Driver.....	19
Plow.....	8
Rail Saw.....	2
Shop.....	19
Steam Shovel.....	14
Snow Plow.....	3
Snow Flanger.....	4
Supply.....	1
Tool.....	1
Weed Burner.....	3
TOTAL MISCELLANEOUS CARS.....	139
TOTAL CARS.....	40,192
FLOATING EQUIPMENT:	
Steam Ferry Boats.....	2
River Steamers.....	1
Tugs.....	2
Car Floats.....	4
TOTAL FLOATING EQUIPMENT.....	9

Statement showing number of locomotives of each class owned June 30, 1904, number sold or broken up and number added during the year, and total number of each class owned and average weight of same as of June 30, 1905.

		Owued June 30, 1904.	Sold or Broken Up.	Added.	Owued June 30, 1905.	Average Total Weight Locomo- tives (Tons).	Average Weight on Drivers (Tons).
Switching.....	Simple	182	3	5	184	49.13	44.50
Eight Wheel..	Simple	216	4		212	43.37	28.87
Mogul .....	Simple	32	3		29	62.17	51.90
Mogul .....	Compound	35			35	82.00	67.50
Ten Wheel.....	Simple	404			404	64.23	49.32
Ten Wheel.....	Compound	7			7	93.68	73.50
Twelve Wheel.....	Simple	6			6	64.60	52.23
Consolidation.....	Simple	169			169	83.91	75.42
Consolidation.....	Compound	76			76	100.44	88.68
Pacific..	Simple	26			26	108.00	73.70
Prairie.....	Compound	145			145	104.96	71.19
Atlantic Bal.....	Compound	32		25	57	100.27	49.73
Decapod.....	Compound	3			3	131.41	116.83
Mikado .....	Compound	15			15	130.86	99.35
Santa Fe.....	Simple			1	1	137.98	112.50
Santa Fe.....	Compound	85			85	143.62	117.29
Total.....	.....	1,433	10	31	1,454	75.63	58.75

NOTE.—The 57 Atlantic type are balanced compounds.

The average tractive power per engine June 30, 1905, was 26,217 as against 25,578 June 30, 1904, being an increase of 2.50 per cent.



## MAIN-TRACK MILEAGE.

June 30, 1905.

	Oper- ated.	Owned
THE ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Dearborn Station to Stewart Avenue.....	1.43	
Stewart Avenue to Crawford Avenue.....	5.00	5.00
Crawford Avenue to Ancona, Ill.....	89.01	89.01
Ancona, Ill., to Big Blue Junction, Mo.....	350.92	350.92
Big Blue Junction, Mo., to Kansas City, Mo.....	6.60	
Ancona, Ill., to Streator Junction, Ill.....	31.20	31.20
Streator Junction, Ill., to Pekin Junction, Ill.....	5.91	
Pekin Junction, Ill., to Pekin, Ill.....	21.33	21.33
North Lexington, Mo., to St. Joseph, Mo.....	76.40	76.40
St. Joseph, Mo., to Atchison, Kas.....	20.35	.09
Atchison, Kas., to West Line, Kas.....	470.41	470.41
Hawthorne, Kas., to Wilder, Kas.....	45.41	45.41
Kansas City, Mo., to Topeka, Kas.....	66.26	66.17
Emporia, Kas., to Moline, Kas.....	83.23	83.23
Florence, Kas., to Winfield, Kas.....	72.73	72.73
Florence, Kas., to Ellinwood, Kas.....	98.21	98.21
Newton, Kas., to Arkansas City, Kas.....	78.17	78.17
Mulvane, Kas., to Caldwell, Kas.....	37.01	37.01
Quenemo, Kas., to Osage City, Kas.....	19.42	19.42
Strong City, Kas., to Bazar, Kas.....	11.68	11.68
Neva, Kas., to Concordia, Kas.....	114.23	114.23
Manchester, Kas., to Barnard, Kas.....	43.56	43.56
Abilene, Kas., to Salina, Kas.....	22.56	22.56
Concordia, Kas., to Nebraska State Line.....	37.60	37.60
Nebraska State Line to Superior, Neb.....	2.53	
Augusta, Kas., to Mulvane, Kas.....	20.41	20.41
Little River, Kas., to Holyrood, Kas.....	26.30	26.30
Mulvane, Kas., to Englewood, Kas.....	166.38	166.38
Hutchinson, Kas., to Kinsley, Kas.....	83.63	83.63
Great Bend, Kas., to Scott City, Kas.....	120.07	120.07
Larned, Kas., to Jetmore, Kas.....	46.33	46.33
Independence, Kas., to Cedarvale, Kas.....	54.79	54.79
Chanute, Kas., to Longton, Kas.....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas.....	40.57	40.57
Burlington, Kas., to Gridley, Kas.....	10.89	10.89
Colony, Kas., to Yates Center, Kas.....	24.71	24.71
Holliday, Kas., to Kiowa, Kas.....	325.91	325.91
Attica, Kas., to Medicine Lodge, Kas.....	21.08	21.08
Lawrence, Kas., to North Ottawa, Kas.....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas.....	54.26	54.26
Burlington Junction, Kas., to Burlington, Kas.....	41.47	41.47
Chanute, Kas., to Girard, Kas.....	40.04	40.04
Girard, Kas., to Chicopee, Kas.....	17.67	17.67
Cherryvale, Kas., to Coffeyville, Kas.....	17.98	17.98
Wellington, Kas., to Hunnewell, Kas.....	18.35	18.35
Arkansas City, Kas., to Purcell, I. T.....	154.48	154.48
Kansas-Oklahoma Line to Oklahoma-Texas Line.....	116.30	116.30
Hutchinson, Kas., to Ponca City, O. T.....	141.38	141.38
Hunnewell, Kas., to Braman, O. T.....	9.07	9.07
Braman, O. T., to Tonkawa, O. T.....	15.94	15.94
Havana, Kas., to Caney, Kas.....	5.39	5.39
Caney, Kas., to Kansas-Indian Territory Line.....	1.35	
Kansas-Indian Territory Line to Tulsa, I. T.....	67.88	67.12
Wichita, Kas., to Pratt, Kas.....	79.77	79.77
Burlingame, Kas., to Alma, Kas.....	34.30	34.30
Kansas-Colorado Line to Pueblo, Colo.....	150.05	150.05
Pueblo, Colo., to Rockvale, Colo.....	36.93	36.93
Clelland, Colo., to Canyon City, Colo.....	6.83	6.83
La Junta, Colo., to Colorado-New Mexico Line.....	96.32	96.32
Pueblo, Colo., to Denver, Colo.....	116.72	116.50
Colorado-New Mexico Line to San Marcial, N. M.....	354.10	354.10
Amounts forward.....	4,400.28	4,361.04

## SANTA FE RAILWAY COMPANY.

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## MAIN-TRACK MILEAGE.

June 30, 1905.—Continued.

	Oper- ated.	Owued.
<i>Amounts brought forward</i> .....	4,400.28	4,361.04
<b>THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Lamy, N. M., to Santa Fe, N. M.....	18.13	18.13
San Marcial, N. M., to Deming, N. M.....	128.40	128.40
Rincon, N. M., to New Mexico-Texas Line.....	56.74	56.74
Socorro, N. M., to Magdalena, N. M.....	27.39	27.39
Nutt, N. M., to Lake Valley, N. M.....	13.52	13.52
Las Vegas, N. M., to Hot Springs, N. M.....	8.32	8.32
Deming, N. M., to Silver City, N. M.....	46.50	46.50
Whitewater, N. M., to San Jose, N. M.....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M.....	4.28	4.28
Hanover, N. M., to Fierro, N. M.....	6.66	6.66
<i>The Atchison, Topeka &amp; Santa Fe Railway Coast Lines:</i>		
Isleta, N. M., to Needles, Cal.....	562.98	563.01
Needles, Cal., to Mojave, Cal.....	242.61	
Mojave, Cal., to Kern Junction, Cal.....	67.01	
Kern Junction, Cal., to Point Richmond, Cal.....	305.48	306.48
Corcoran Junction, Cal., to Calwa Junction, Cal.....	68.23	68.23
<i>California Eastern Railway:</i>		
Goffs, Cal., to Ivanpah, Cal.....	45.21	45.21
<i>Randsburg Railway:</i>		
Kramer, Cal., to Johannesburg, Cal.....	28.64	28.64
<i>Eastern Oklahoma Railway:</i>		
Newkirk, O. T., to Pauls Valley, I. T.....	183.67	183.67
Guthrie Junction, O. T., to Cushing, O. T.....	47.85	47.85
Ripley, O. T., to Esau, O. T.....	40.41	40.41
Seward, O. T., to Cashlon, O. T.....	10.60	10.60
Pauls Valley, I. T., to Lindsay, I. T.....	24.18	24.18
<i>Oakland &amp; East Side Railroad:</i>		
Richmond, Cal., to Oakland, Cal.....	11.32	11.32
<i>Oakdale Western Railway:</i>		
Riverbank, Cal., to Oakdale, Cal.....	6.30	6.30
<i>Southern California Railway:</i>		
National City, Cal., to Fallbrook, Cal.....	67.01	67.01
Temecula, Cal., to Barstow, Cal.....	132.90	132.90
Los Angeles, Cal., to Los Angeles Junction, Cal.....	83.02	83.02
San Bernardino, Cal., to Los Angeles, Cal.....	59.97	59.97
Highgrove, Cal., to Orange, Cal.....	40.69	40.69
Perris, Cal., to San Jacinto, Cal.....	19.44	19.44
Escondido Junction, Cal., to Escondido, Cal.....	21.30	21.30
San Bernardino, Cal., to Mentone, Cal.....	12.51	12.51
Redondo Junction, Cal., to Inglewood, Cal.....	9.82	9.82
Inglewood, Cal., to Redondo, Cal.....	10.77	10.77
Highland Junction, Cal., to Mentone, Cal.....	12.88	12.88
Elsinore Junction, Cal., to Alberhill, Cal.....	7.76	7.76
Total Atchison, Topeka & Santa Fe Railway Lines.....	6,839.98	6,499.47
<b>RIO GRANDE &amp; EL PASO RAILROAD:</b>		
New Mexico-Texas Line, to El Paso, Tex.....	20.17	20.17
<b>GULF, COLORADO &amp; SANTA FE RAILWAY:</b>		
Galveston, Tex., to Purell, I. T.....	518.67	518.67
Alvin, Tex., to Houston, Tex.....	25.66	25.66
Somerville, Tex., to Silsbee, Tex.....	153.46	153.46
Temple, Tex., to San Angelo, Tex.....	230.34	230.34
<i>Amounts forward</i> .....	928.13	928.13



MAIN-TRACK MILEAGE.  
June 30, 1905—Continued.

	Oper- ated.	Owned.
<i>Amounts brought forward</i> .....	928.13	928.13
<b>GULF, COLORADO &amp; SANTA FE RAILWAY—Continued:</b>		
Coleman Junction, Tex., to Coleman, Tex.....	6.28	6.28
Cleburne, Tex., to Weatherford, Tex.....	39.90	39.90
Cleburne Tex., to Paris, Tex.....	154.26	154.26
Ladonia, Tex., to Honey Grove, Tex.....	11.72	11.72
Bragg, Tex., to Saratoga, Tex.....	9.17	9.17
Wolfe City, Tex., to Sherman, Tex.....	38.70	.....
<i>Gulf, Beaumont &amp; Kansas City Railway:</i>		
Beaumont, Tex., to Rogan, Tex. (Owned by A. T. & S. F.).....	62.68	.....
<i>Gulf, Beaumont &amp; Great Northern Railway:</i>		
Rogan, Tex., to Center, Tex. (Owned by A. T. & S. F.).....	77.80	.....
Total Gulf, Colorado & Santa Fe Railway.....	1,328.74	1,149.56
<b>THE SOUTHERN KANSAS RAILWAY OF TEXAS:</b>		
Oklahoma-Texas Line to Panhandle, Texas.....	100.41	100.41
Panhandle, Tex., to Washburn, Tex.....	14.72	14.72
Washburn, Tex., to Amarillo, Tex.....	14.04	.....
Total Southern Kansas Railway of Texas.....	129.17	115.13
<b>NEW MEXICO &amp; ARIZONA RAILROAD:</b>		
Benson, Ariz., to Nogales, Ariz.....	.....	87.78
<b>SONORA RAILWAY:</b>		
Nogales, Ariz., to Guaymas, Mex.....	.....	259.97
Hermosillo Junction, Mex., to Hermosillo, Mex.....	.....	2.64
Total Sonora Railway.....	.....	262.61
<b>GULF, BEAUMONT &amp; KANSAS CITY RAILWAY:</b>		
Beaumont, Tex., to Rogan, Tex. (Operated by G. C. & S. F.).....	.....	62.68
<b>GULF, BEAUMONT &amp; GREAT NORTHERN RAILWAY:</b>		
Rogan, Tex., to Center, Tex. (Operated by G. C. & S. F.).....	.....	77.80

## SUMMARY.

	Oper- ated.	Owned.
The Atchison, Topeka & Santa Fe Railway.....	6,839.98	6,499.47
Rio Grande & El Paso Railroad.....	20.17	20.17
Gulf, Colorado & Santa Fe Railway.....	1,328.74	1,149.56
The Southern Kansas Railway of Texas.....	129.17	115.13
New Mexico & Arizona Railroad.....	.....	87.78
Sonora Railway.....	.....	262.61
	8,318.06	8,134.72
Gulf, Beaumont & Kansas City Railway.....	.....	62.68
Gulf, Beaumont & Great Northern Railway.....	.....	77.80
Total.....	8,318.06	8,275.20

MAIN TRACK MILEAGE.  
June 30, 1905—Continued.

## SECOND MAIN TRACK.

	Operated.	Owued.
Dearborn Station to Byrneville.....	20.41	18.98
Joliet, Ill., to Pequot, Ill.....	20.18	.45
Congo, Mo., to Elton, Mo.....	7.08	7.08
Big Blue Junction, Mo., to Kansas City, Mo.....	6.69	.09
Kansas City, Mo., to Zarah, Kas.....	16.23	16.23
Olathe, Kas., to H. U. Tower, Kas.....	34.46	34.46
Lebo, Kas., to Neosho Rapids, Kas.....	7.86	7.86
Wiggam, Kas., to Florence, Kas.....	50.08	50.08
Lehman, Kas., to Newton, Kas.....	3.72	3.72
Trinidad, Col., to Jansen, Col.....	2.24	2.24
Morley, Col., to Wootton, Col.....	5.24	5.24
Hillside, N. M., to Katon, N. M.....	3.57	3.57
Total .....	177.76	150.00
Yard Track and Sidings.....	2,155.43	

	Miles.	Miles.
During the year the miles of main track operated by the System increased 17.14 miles, as follows:		
THE ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Owasso, I. T., to Tulsa, I. T.....	11.03	
Sundry adjustments of mileage.....	1.53	12.56
THE ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Oakdale Western Railway—		
Riverbank, Cal., to Oakdale, Cal.....		6.30
GULF, COLORADO & SANTA FE RAILWAY:		
Adjustment of mileage.....		.01
		18.87
DEDUCTIONS:		
THE ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Sundry adjustments of mileage .....	1.41	
GULF, COLORADO & SANTA FE RAILWAY:		
Adjustment of mileage.....	.32	1.73
Total Increase, System.....		17.14

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois .....	290.76	
Iowa.....	19.86	
Missouri.....	298.77	
Kansas.....	2,606.02	
Nebraska.....	2.53	
Oklahoma.....	612.49	
Indian Territory.....	215.61	
Texas.....	1,378.08	
Colorado.....	406.85	
New Mexico.....	836.84	
Arizona.....	386.73	
California.....	1,263.52	
Total .....		8,318.06

## MILEAGE OF CONTROLLED LINES NOT INCLUDED IN SYSTEM OPERATIONS

	Owued June 30 1905.	Owued June 30 1904.
Bradshaw Mountain Railroad (operated by S. F. P. & P.).....	35.33	35.33
Cane Belt Railroad.....	104.87	104.87
* Grand Canyon Railway.....	66.45	66.45
§ Kansas Southwestern Railway.....	59.35	59.35
† Leavenworth & Topeka Railway.....	44.66	44.66
Pecos System.....	370.24	370.24
Santa Fe, Prescott & Phoenix Railway.....	221.19	221.19
San Francisco & Northwestern Railway.....	51.03	51.03
‡ Sunset Railroad.....	32.75	32.75
	985.87	985.87

\* Of the total outstanding capital stock this Company owns 52 per cent.

Owued jointly with the St. L. & S. F. R. R. Co.

† Owued jointly with the Union Pacific Railroad Co.

‡ Owued jointly with the Southern Pacific Co.

## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

Atchison Union Depot & R. R. Co.....	2d Mtge. 5%	\$9,000
California Central Ry. Co. ....	1st " 6%	6,457,000
California Southern R. R. Co.....	1st " 6%	2,056,000
" " " .....	Income 6%	3,500,220
Devlin Coal Co. ..	1st Mtge. 6%	243,000
Gulf, Colorado & Santa Fe Ry. Co.....	1st " 7%	12,695,000
" " " " " .....	2d " 6%	8,614,000
The Kansas City Belt Ry. Co. ..	1st " 6%	25,000
Kansas City Northwestern R. R. Co..	1st " 5%	2,000
The Leavenworth & Topeka Ry. Co..	1st " 4%	50,000
New Mexico & Arizona R. R. Co.....	1st " 6%	2,313,000
" " " .....	2d " 6%	950,000
Redondo Beach Ry. Co. ....	1st " 6%	270,000
Rio Grande & El Paso R. R. Co.....	1st " 6%	500,000
Sonora Ry. Co., Limited.....	1st " 7%	5,248,000
The Southern Kansas Ry. Co. of Texas.....	1st " 5%	1,583,000
The Union Passenger Depot Co. of Galveston...	1st " 6%	64,000
		<u>\$44,579,220</u>

## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Directors.	Total.	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$30,400 00
Atchison Union Depot & Railroad Co.....	18	....	18	18,000 00
Aztec Land & Cattle Co., Limited.....	2,154	3	2,157	21,570 00
The Cañon City Coal Co. ....	8,493	7	8,500	425,000 00
Cherokee & Pittsburg Coal & Mining Co..	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred	400	....	400	40,000 00
“ “ “ “ Common.	400	....	400	40,000 00
Forest Park & Central R. R. Co.....	16	....	16	1,600 00
Gulf, Colorado and Santa Fe Ry. Co.....	45,470	130	45,600	4,560,000 00
The Kansas City Belt Ry. Co.....	2,497	3	2,500	250,000 00
The Las Vegas Hot Springs Co.....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co..	120	5	125	12,500 00
New Mexico & Arizona R. R. Co.....	36,815	5	36,820	3,682,000 00
The New Mexico Town Co.....	942	8	950	47,500 00
The Osage Carbon Co.....	2,991	9	3,000	300,000 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co.....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co.....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	....	12	1,204 90
St. Joseph Terminal R. R. Co.....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co.....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Santa Fe Terminal Co. of California..	9,993	7	10,000	1,000,000 00
The Santa Fe Town & Land Co.....	2,497	3	2,500	250,000 00
Sonora Ry. Co., Limited.....	10,483	13	10,496	1,049,600 00
Southern California Ry. Co., Preferred....	55,908	....	55,908	5,590,800 00
“ “ “ “ Common....	67,498	....	67,498	6,749,800 00
The Southern Kansas Ry. Co. of Texas...	5,955	90	6,045	604,500 00
The Trinidad Coal & Coking Co.....	1,618	7	1,625	162,500 00
Union Depot Co. (of Kansas City, Mo.) ..	449	1	450	45,000 00
Union Passenger Depot Co. of Galveston...	1,995	5	2,000	200,000 00
The Vulcan Fuel Co.....	599,993	7	600,000	600,000 00
	869,052	374½	869,426½	26,891,797 40



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1906

ELEVENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1906

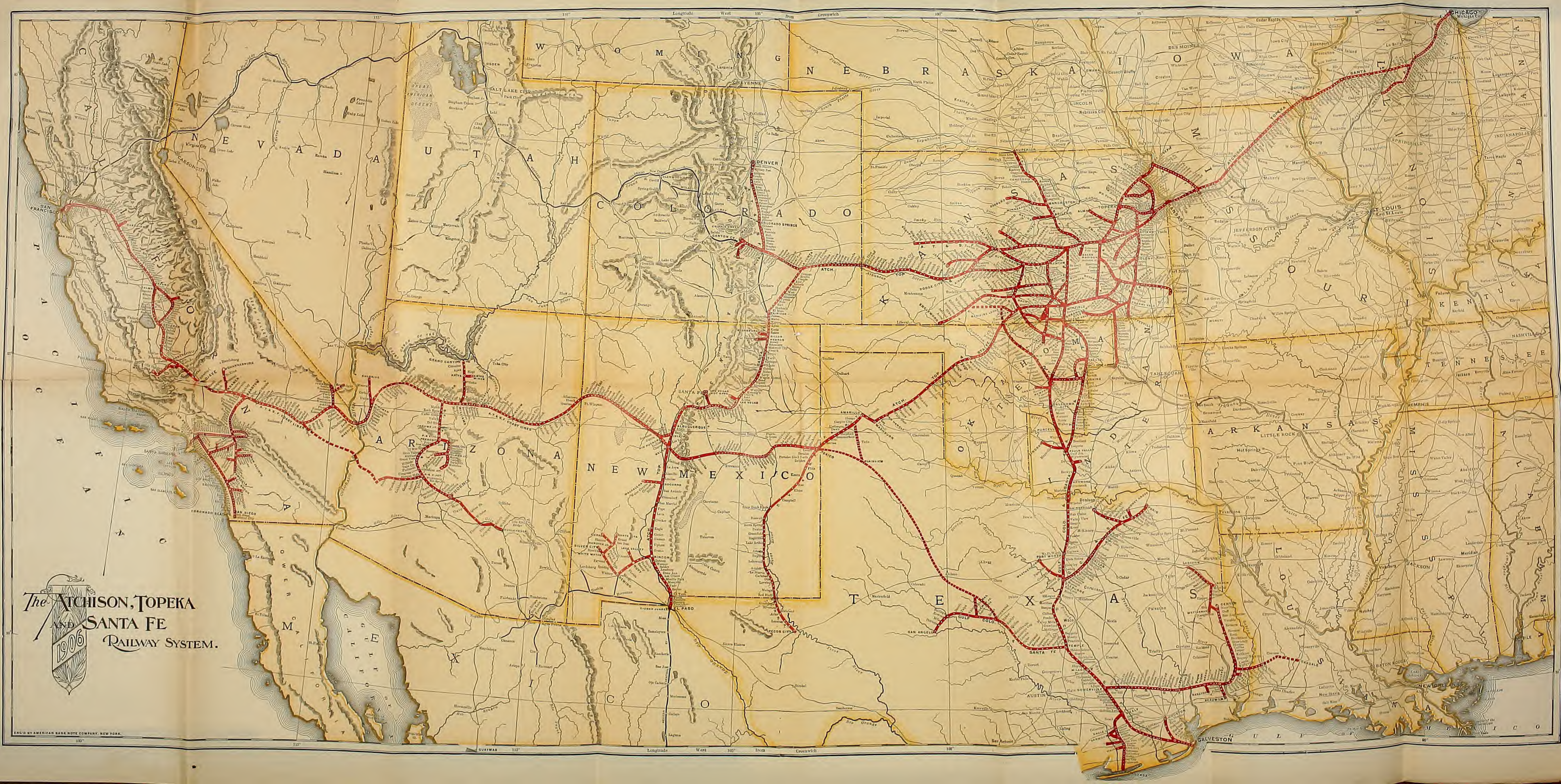








ENG'D BY AMERICAN BANK NOTE COMPANY, NEW YORK.





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ELEVENTH ANNUAL REPORT

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FOR THE

FISCAL YEAR ENDING JUNE 30, 1906

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C. G. BURGQYNE, WALKER AND CENTRE STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1906.

1906.	1907.
HOWEL JONES, Topeka.	H. RIEMAN DUVAL, New York.
EDWARD P. RIPLEY, Chicago.	THOMAS P. FOWLER, New York.
BYRON L. SMITH, Chicago.	CHARLES S. GLEED, Topeka.
CHARLES STEELE, New York.	VICTOR MORAWETZ, New York.
1908.	1909.
EDWARD J. BERWIND, New York.	BENJAMIN P. CHENEY, Boston.
HENRY C. FRICK, Pittsburg.	GEORGE G. HAVEN, New York.
ANDREW C. JOBES, Wichita.	HENRY H. ROGERS, New York.
JOHN G. MCCULLOUGH, Vermont.	

## Executive Committee.

VICTOR MORAWETZ, Chairman.	
EDWARD J. BERWIND,	EDWARD P. RIPLEY,
THOMAS P. FOWLER,	HENRY H. ROGERS,
GEORGE G. HAVEN,	CHARLES STEELE.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
J. W. KENDRICK,	-	<i>Second Vice-President,</i>	-	-	-	Chicago.
G. T. NICHOLSON,	-	<i>Third Vice-President,</i>	-	-	-	Chicago.
W. B. JANSEN,	-	<i>Fourth Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to President,</i>	-	-	-	San Francisco.
W. D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>	-	-	-	Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
H. W. GARDINER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, Jr.,	-	<i>Western Assistant Secretary</i>	-	-	-	
		<i>and Assistant Treasurer,</i>	-	-	-	Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>General Purchasing Agent,</i>	-	-	-	Chicago.
JAMES DUN,	-	<i>Chief Engineer,</i>	-	-	-	Chicago.
J. E. GORMAN,	-	<i>Freight Traffic Manager,</i>	-	-	-	Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>	-	-	-	Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>	-	-	-	San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.  
CHICAGO OFFICE, - - 9 JACKSON BOULEVARD.



OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 5, 1906.

*To the Stockholders :*

Your Directors submit the following report for the fiscal year July 1, 1905, to June 30, 1906, inclusive.

The Lines composing the Atchison System, the operations of which are embraced in the following statements, are as follows :

	June 30, 1906.		June 30, 1905.
Atchison, Topeka & Santa Fe Railway..	6,861.52 miles.		6,839.98 miles.
Rio Grande & El Paso Railroad.....	20.17	"	20.17
Gulf, Colorado & Santa Fe Railway.....	1,433.86	"	1,328.74
Southern Kansas Railway of Texas.....	129.17	"	129.17
Total .....	<u>8,444.72</u>	"	<u>8,318.06</u>

The average mileage operated during the fiscal year ending June 30, 1906, was 8,433.99 miles. The total increase of mileage was 126.66 miles. The increase in the average number of miles operated compared with the preceding fiscal year was 128.59 miles.

The increase in operated mileage includes the Cane Belt Railroad, Sealy to Matagorda, Texas, 105.04 miles, leased to the Gulf, Colorado & Santa Fe Railway Company, effective July 1, 1905 ; also the Western Arizona Railway, McConnico to Chloride, Arizona, 21.57 miles, leased to The Atchison, Topeka & Santa Fe Railway Company, from January 11, 1906.

In addition to the System Lines covered by this report the Company controls, through ownership of stocks and bonds, various auxiliary railway companies owning lines of an aggregate length of 1,092.95 miles (excluding lines under construction, of which 393.32 miles were substantially completed June 30, 1906), as set forth on page 45 of this report. These stocks and bonds are carried in the Balance Sheet under the head of "Investments, New Acquisitions." The aggregate amount of

bonds of these companies outstanding, exclusive of those owned by this Company, is \$5,732,500. The aggregate Net Income of these companies for the fiscal year amounted to \$1,174,854.61 after deducting taxes and rentals. Of this sum \$278,500 was applied in payment of interest on bonds not owned by this Company, while \$369,785.41 was received by this Company as interest and dividends on bonds and stocks owned by it and is included in the Income Account under the head of "Income from Investments." The balance of such Net Income amounting to \$526,569.20 was not taken into the accounts embraced by this report but was retained by the several auxiliary companies or appropriated by them towards new acquisitions and improvements.

Of the auxiliary lines above referred to, The Pecos Valley and Northeastern lines, the Santa Fe, Prescott and Phoenix lines and The Denver, Enid and Gulf Railroad, being in the aggregate 739.64 miles, will be treated as System lines in the statements hereafter published. The stocks of the companies owning these lines are held by The Atchison, Topeka and Santa Fe Railway Company.

### INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1905 and 1906 :

	1905.	1906.
Gross earnings from operation .....	\$68,375,837 25	\$78,044,347 25
Income from other sources.....	813,902 40	1,346,401 80
Income from all sources.....	\$69,189,739 65	\$79,390,749 05
Operating expenses, including taxes, rentals and other charges.....	47,835,883 50	51,035,355 71
	\$21,353,856 15	\$28,355,393 34
Fixed charges, including accrued interest on Adjustment Bonds.....	9,611,510 09	10,622,184 22
Net income.....	\$11,742,346 06	\$17,733,209 12
<i>Carried Forward</i> .....		\$17,733,209 12



*Brought Forward*..... \$17,733,209 12

Including the undivided surplus income of the auxiliary companies for the year 1906, amounting to \$526,569.20 (see p. 6), the total surplus net income for the year would be equivalent to 5 per cent. on the preferred stock and 12.31 per cent. on the common stock outstanding.

From the net income of the year the following amounts have been deducted :

**DIVIDENDS ON PREFERRED STOCK—**

No. 15 (2½%), paid Feb. 1,	
1906.....	\$2,854,345
No. 16 (2½%), paid Aug. 1,	
1906.....	2,854,345
	<u>\$5,708,690 00</u>

**DIVIDENDS ON COMMON STOCK—**

No. 10 (2%), paid Dec. 1,	
1905.....	\$2,039,110
No. 11 (2%), paid June 1,	
1906.....	2,039,110
	<u>4,078,220 00</u>

Appropriation to Fuel Reserve Fund.....	218,984 77
Improvements written off.....	4,500,000 00
	<u>14,505,894 77</u>

Surplus carried to Profit and Loss.....	\$3,227,314 35
Surplus to credit of Profit and Loss June 30,	
1905 .....	\$19,739,491 98

Deductions shown in Profit and Loss account.....	2,981,323 34
	<u>16,758,168 64</u>
Surplus to credit of Profit and Loss June 30, 1906.....	<u>\$19,985,482 99</u>

Income from other sources than earnings from operation consisted of interest on cash in bank and sums collected as interest and dividends upon bonds and stock of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$366,760 in cash was received as the net proceeds of sales of land embraced in the Santa Fe Pacific Land Grant, but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

**FUNDED DEBT.**

Of the Serial Debenture Bonds, \$2,500,000 matured February 1, 1906, and were paid; and in addition the Company has purchased and canceled \$919,000 of the series falling due February 1, 1907.

During the year the privilege was given to the holders of the preferred and common stock to subscribe for Convertible Bonds at par and accrued interest to the extent of 8 per cent. of their respective holdings of stock, subscription instalments being payable 25 per cent. April 9-12 and 75 per cent. and adjusted interest on or before October 12, 1906. Under this privilege subscriptions have been received for \$16,295,000 of bonds, of which there has been paid up \$9,068,750, being \$2,408,750 received on account of first instalment and \$6,660,000 representing subscriptions paid in full, for which bonds have been issued.

The following is a statement of the funded debt on June 30, 1906, excluding bonds in treasury :

Class of Bonds.	Rate of Interest.	Amount.
General Mortgage,		
Due October 1, 1995 .....	4%	\$146,634,500
Adjustment Mortgage,		
Due July 1, 1995 .....	4%	51,346,000
Convertible Bonds,		
Due June 1, 1955, First Issue .....	4%	32,420,000
“     “     “     Second Issue .....	4%	9,068,750
Serial Debentures,		
\$2,500,000 due February 1 of each year .....	4%	19,081,000
Eastern Oklahoma Division,		
Due March 1, 1928 .....	4%	6,128,000
San Francisco & San Joaquin Valley Ry.,		
Due October 1, 1940 .....	5%	6,000,000
Chicago & St. Louis Ry.,		
Due March 1, 1915 .....	6%	1,500,000
Chicago, Santa Fe & California Ry.,		
Due January 1, 1937 .....	5%	560,000
Hutchinson & Southern Ry.,		
Due January 1, 1928 .....	5%	195,000
Total .....		<u>\$272,933,250</u>

NOTE.—\$4,550 of Miscellaneous Bonds on which no interest is paid have been omitted from above table. \$1,708,000 of bonds of certain lines operated by the Gulf, Colorado and Santa Fe Railway Company under leases and included in these statements as System lines are also omitted, the interest on these bonds being charged as rental.

Interest charges for year ending June 30, 1907, will be approximately \$11,197,093.67, being an average monthly charge of \$933,091.14.

## FUNDED DEBT AND CAPITAL STOCK PER MILE OF ROAD.

Funded Debt as shown by General Balance Sheet, page 27, excluding General Mortgage and Adjustment Bonds in the Treasury.....	\$272,937,800
Bonds of Auxiliary Companies not held by The Atchison, Topeka and Santa Fe Railway Company.....	5,732,500
Bonds of leased lines not held by The Atchison, Topeka and Santa Fe Railway Company, of which the interest is paid as rental.....	1,708,000
Total.....	<u>\$280,378,300</u>
Funded Debt for each mile of road.....	\$28,355
Common Stock for each mile of road (excluding shares in Treasury).....	10,311
Preferred stock for each mile of road (excluding shares in Treasury).....	<u>11,547</u>
Mileage upon which General Mortgage is a direct lien.....	6,101.29
Mileage represented by stocks and bonds pledged under General Mortgage.....	<u>1,635.33</u>
Total mileage subject to General Mortgage.....	<u>7,736.62</u>
Total owned mileage (see page 45).....	<u>9,887.99</u>

## CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The expenditures during the fiscal year chargeable to capital account for the construction and acquisition of additional railways, equipment and other properties and for improvements, amounted in the aggregate to \$26,828,581.91.

These expenditures may be summarized as follows:

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway companies:

Arizona & California Ry.....	\$526,853 72
Barnwell & Searchlight Ry.....	19,097 97
Cane Belt R. R.....	55,081 89
Denver, Enid & Gulf R. R.....	2,005,828 93
Eastern Ry. of New Mexico.....	3,769,214 26
Eastern Oklahoma Ry.....	245,202 58
Fort Bragg & Southeastern R. R.....	343,085 60
Fresno County Ry.....	76,666 92
Grand Canyon Ry.....	4,030 00
Gulf, Beaumont & Great Northern Ry.....	6,452 81
Gulf, Beaumont & Kansas City Ry.....	75,761 20
Jasper & Eastern Ry.....	409,208 13
Oakdale Western Ry.....	8,114 80
Pecos & Northern Texas Ry.....	90,940 32
Phoenix & Eastern R. R.....	165,396 47
Texas & Gulf Ry.....	1,000,000 00
San Francisco & Northwestern Ry.....	51,943 88
Sunset R. R.....	5,537 79
Western Arizona Ry.....	14,665 86
A., T. & S. F. Ry. (Owasso Extension).....	24,270 03
Total.....	\$8,793,465 40
Acquisition of additional right of way, depot grounds, real estate and terminals.....	521,108 15
Acquisition of equipment (in addition to equipment acquired by use of Replacement Fund).....	8,985,159 01
Improvements of Equipment.....	9,319 25
Reduction of grades, changes of line and construction of permanent way.....	3,348,431 42
Second track.....	1,935,701 37
Ballasting.....	308,183 35
Buildings and shops.....	1,289,230 26
Improvements of China Basin*.....	780,991 17
Improvements of Mojave Division.....	95,915 77
Fuel Lands.....	1,310,000 00
Other Improvement Work.....	738,955 24
Southern California Ry. Co. Preferred Stock.....	75,261 00
Miscellaneous Items.....	198,842 86
	<u>\$26,828,581 91</u>

Credits in italics.

\*NOTE.—This credit represents a transfer of a like sum to other betterment and improvement items.

The sum of \$253,521.19 out of Fuel Reserve Fund was applied to reimburse the treasury to that extent in respect of the cost of the shares in the Petroleum Development Company and this sum was written off the book value of those shares.

The sum of \$366,760 in cash having been received as net proceeds of the sale of Santa Fe Pacific lands, that sum was written off the book value of Railroads, Franchises and Other Property.

By order of the Board, betterments and improvements to the amount of \$4,500,000 were written off by a charge to Income Account.

### MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897 .....	6,443.81	\$3,443,884 82	\$534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05

For the year ending June 30, 1906, maintenance charges averaged as follows :

Per locomotive.....	\$3,101.24
Per locomotive mile.....	.1108
Per passenger car, including mail, baggage and express.....	888.60
Per revenue passenger car mile.....	.0088
Per freight car.....	103.71
Per revenue freight car mile .....	.0083

These maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment chargeable



to Superintendence, Shop Machinery and Tools, Stationery, and Other Expenses.

The amount to the credit of Rolling Stock Replacement Fund on June 30, 1905, as shown in the last annual report, was \$491,840.84. To this amount there was added during the year the sum of \$1,632,290.99, of which \$1,442,162.94 was charged to Operating Expenses, and \$190,128.05 was collected in cash for equipment sold and equipment destroyed on foreign lines. Said sum represents the present cost of new equipment corresponding to 16 locomotives and 1,536 cars destroyed or otherwise disposed of, making a total fund of \$2,124,131.83 available for the acquisition of new locomotives and cars. The following equipment was acquired during the year by use of this replacement fund :

20 Locomotives.. .. .	\$328,728 89
1,217 Freight Cars.....	1,203,421 62
47 Passenger Cars.....	370,283 28
Add cost of 253 Box Cars purchased and charged to "Equipment" in fiscal year ending June 30, 1904, now applied in reduction of the replacement fund...	197,340 00
	<u>\$2,099,773 79</u>

The unexpended balance to the credit of the Rolling Stock Replacement Fund on June 30, 1906, was \$24,358.04.

The following charges were made to Capital Account in respect of additional equipment purchased and in respect of payments made for equipment received during the previous year :

159 Locomotives . . . . .	\$2,952,193 12
5,188 Freight Cars.....	5,340,741 32
81 Passenger Cars.....	853,939 09
11 Miscellaneous Cars.....	35,596 80
River Steamer.....	28 68
	<u>\$9,182,499 01</u>
Deduct cost of 253 Box Cars charged against the replacement fund during current year which were purchased and charged to "Equipment" during fiscal year ending June 30, 1904.....	197,340 00
	<u>\$8,985,159 01</u>



A statement of the locomotives in service and of their tractive power will be found on page 41.

### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses, for Maintenance of Way and Structures, during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	6,282,923 15	\$975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18

### COMPARISON OF OPERATING RESULTS.

The following is a statement of the earnings and expenses of the System for the fiscal year ending June 30, 1906, in comparison with the previous year :

	Year Ending June 30, 1906.	Year Ending June 30, 1905.	Increase.	Decrease.
<b>EARNINGS :</b>				
Passenger .....	\$18,013,988 56	\$16,045,380 27	\$1,968,608 29	
Freight.....	54,598,902 82	47,408,982 36	7,189,920 46	
Mail and Express.....	4,324,131 03	3,804,528 54	519,602 49	
Miscellaneous.....	1,107,324 84	1,116,946 08	.....	\$9,621 24
Total Earnings .....	\$78,044,347 25	\$68,375,837 25	\$9,668,510 00	
<b>OPERATING EXPENSES :</b>				
Maintenance of Way and Structures .....	\$12,475,407 97	\$11,385,418 33	\$1,089,989 64	
Maintenance of Equipment.....	10,720,040 43	10,914,864 47	.....	\$194,824 04
Conducting Transportation.....	23,370,572 43	21,362,859 64	2,007,712 79	
General Expenses .....	1,931,497 75	1,854,241 87	77,255 88	
Total Operating Expenses..	\$48,497,518 58	\$45,517,384 31	\$2,980,134 27	
Net Earnings from Operation .....	\$29,546,828 67	\$22,858,452 94	\$6,688,375 73	
Percentage of Operating Expenses to Earnings .....	62.14	66.57	.....	4.43

No portion of the earnings was derived from the transportation of Company material.

The average tons of revenue freight per loaded car mile increased from 14.05 to 14.65 or 4.27 per cent.

The average tons of revenue freight carried per freight-train mile increased from 281.85 to 307.37 or 9.05 per cent.

The average freight revenue per freight-train mile increased from \$2.82 to \$2.87 or 1.77 per cent.

The average passenger revenue per passenger-train mile increased from \$1.12 to \$1.16 or 3.57 per cent.

The average total revenue per passenger-train mile increased from \$1.38 to \$1.44 or 4.35 per cent.

Tons of revenue freight carried one mile increased 1,111,330,484, or 23.49 per cent., while freight-car mileage increased 83,313,281 miles, or 17.69 per cent., and freight-train mileage increased 2,222,233 miles, or 13.24 per cent.

The number of passengers carried one mile increased 100,860,433, or 13.57 per cent. The passenger-car mileage increased 10,355,852 miles, or 11.55 per cent., and the passenger-train mileage increased 1,177,337 miles, or 8.19 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896 :

Fiscal Year Ending June 30.	Average Miles Operated.	Earnings, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Fixed Interest Charges.	Adjustment Bond Interest.	Surplus.
1897 } 18 mos. }	6,443.81	\$44,541,689 81	\$36,038,455 30	\$6,900,007 91	\$1,540,380 00	\$62,846 60
1898.....	6,936.02	39,396,126 41	30,524,179 15	4,992,148 30	2,053,840 00	1,825,958 96
1899.....	7,032.62	40,762,933 47	29,353,618 11	5,188,132 00	2,053,840 00	4,167,343 36
1900.....	7,341.34	46,498,899 04	29,434,048 13	5,291,326 50	2,053,840 00	9,719,684 41
1901.....	7,807.31	54,807,379 78	34,510,665 40	5,776,970 83	2,053,840 00	12,465,903 55
1902.....	7,855.38	60,275,944 33	36,272,432 45	6,385,145 00	2,053,840 00	15,564,526 88
1903.....	7,965.13	63,668,390 99	40,635,576 48	7,080,645 24	2,053,840 00	13,898,329 27
1904.....	8,179.59	69,419,975 41	44,641,434 10	7,364,930 00	2,053,840 00	15,359,771 31
1905.....	8,305.40	69,189,739 65	47,835,883 50	7,557,670 09	2,053,840 00	11,742,346 06
1906.....	8,433.99	79,390,749 05	51,035,355 71	8,568,344 22	2,053,840 00	17,733,209 12

The following statement shows the gross earnings of the System Lines (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896 :

Year Ending June 30.	Gross Earnings from Operations.	Average per Mile of Road.
1897.....	\$30,621,230 10	\$4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900.....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902.....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904.....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55

The following statement shows the development of the freight and passenger earnings of the System since July 1, 1896 :

Year Ending June 30.	Freight Earnings.	Passenger Earnings.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56

### TREASURY.

The Company held in its treasury on June 30, 1906, the following cash and cash assets, viz :

Cash .....	\$17,321,750 08
Securities, estimated cash value (see Exhibit D).....	2,837,026 26
Total.....	\$20,158,776 34

There remain unissued General Mortgage Bonds amounting to over \$5,600,000, all of which are now available.

This Company also has in the treasury unpledged the stocks and bonds of other companies, carried in the balance sheet as Investments in Other Companies, at a cost of \$25,166,933.74, and stocks and bonds of certain branches operated as part of the System and included in the Balance Sheet under Railroads, Franchises and Other Property.

No notes or bills payable of this Company or of any of its auxiliaries are outstanding.

#### FUEL RESERVE FUND.

The dividends received from sundry fuel companies have been added to this fund, and certain payments for oil and coal properties have been deducted therefrom :

Amount to credit of Fund June 30, 1905.....	\$412,670 73
Added during the year.....	225,472 82
	<u>\$638,143 55</u>
Deduct sums paid for coal and oil properties.....	253,521 19
In Fund June 30, 1906 .....	<u>\$384,622 36</u>

There is also in the treasury of the C. & P. C. & M. Co. the sum of \$403,575.58, being surplus earnings of that Company, so that the total amount available for renewal of fuel properties in which your Company is interested is \$788,197.94.

#### SOURCES OF REVENUE.

The very substantial increase in gross earnings is due to good crops and to the general prosperity enjoyed by the entire country. The comparatively small increase in operating expenses is due mainly to the absence of the excessive rainfall which was experienced during the preceding year.

#### EASTERN RAILWAY OF NEW MEXICO.

This road, extending from Texico, New Mexico, to Belen, New Mexico, 250 miles, is nearly completed.

It is necessary to make extensive improvements on the lines east of Texico in order to bring them to the standard of your other main lines and permit economical operation for through traffic, and work in that direction is under way.

#### ARIZONA & CALIFORNIA RAILWAY.

Track has been laid on this line from Wickenburg, Arizona, to within 20 miles of the Colorado River.

#### JASPER & EASTERN RAILWAY.

This road has been opened for traffic to De Ridder, Louisiana, and is nearly completed thence to Oakdale, Louisiana, work having been delayed by wet weather and scarcity of labor.

#### DENVER, ENID & GULF RAILROAD.

This line, extending from Guthrie, Oklahoma, northwest to Kiowa, Kansas, has been purchased, as well as its affiliated road, the Denver, Kansas & Gulf Railroad, extending from Kiowa, via Medicine Lodge, to Belvidere, Kansas, the latter being now under construction. These lines serve a good agricultural territory and form a short route between your main lines in Oklahoma and north Texas and the west.

#### TEXAS & GULF RAILWAY.

This road, extending from Longview, Texas, south to Timpson, Texas, has been purchased with a view to connecting it at Center with your present lines.

#### SULPHUR BRANCH.

This line, 9.5 miles long, is under construction between Davis, Indian Territory, and Sulphur—the latter being a Government reservation noted for its sulphur springs.



### SEARCHLIGHT EXTENSION.

A branch is under construction from a point near Barnwell, California, on the California Eastern branch, to the mining town of Searchlight, Nevada, 22.93 miles.

### CANYON CITY—PLAINVIEW LINE.

A branch is under construction from Canyon City, Texas, to Plainview, Texas, 58 miles.

### SECOND TRACK.

The second track mileage mentioned in the last report, amounting to 161.03 miles, has been completed, and in addition there was under construction at the end of the fiscal year the following:

	Miles.
Coal City to Kernan, Ill.....	25.7
Smithshire to East Fort Madison, Ill.....	29.5
Nixon, Iowa, to Wyaconda, Mo. (grading only) .....	28.7
Newton to Mission, Kan. ....	5.7

Improvement work has been prosecuted upon a large scale, though under some difficulty because of scarcity of labor and material. In spite of the very large additions made to equipment and to facilities of all kinds, the pressure of business has been so great that the lines have been taxed, at times, beyond their capacity, resulting in some cases in inadequate service, in additional cost in handling traffic and in the loss of some traffic that was offered. Yet, on the whole, the business has been well handled and with but little friction. Both track and equipment are in excellent condition.

### THE SAN FRANCISCO EARTHQUAKE.

Practically no direct loss was occasioned to your property by reason of this calamity. The offices were burned, together



with a few freight cars, but the loss was fully insured. Free service to the value of about \$300,000 was rendered to the destitute, and the cost of this service, together with purchases of some supplies and donations, represents the only cash loss. What, if any, future loss may accrue it is difficult to estimate; but the business of San Francisco, while large, constitutes a very small portion of your total revenue. Apparently the general business of the city has not been seriously diminished, although it is transacted under difficulties.

### THE DEVELOPMENT OF THE SYSTEM.

The first full year of the operations of the Company was that which ended on June 30, 1897. The published statistics do not include the operations of certain controlled companies owning, in the aggregate, 1,092.95 miles of railroad (see p. 45), the interest in these controlled companies being treated in the accounts merely as an investment in stocks and bonds. Including the operations of these controlled companies with the rest of the System, the following increases are shown for the year to June 30, 1906, that being the tenth full year since the organization of the Company :

Average operated mileage increased from 6,443.81 to 9,526.94, or 47.85 per cent.

Gross earnings increased from \$30,621,230.10 to \$81,344,859.17, or 165.65 per cent.

Gross earnings per mile increased from \$4,752.04 to \$8,538.40, or 79.68 per cent.

Net earnings from operation (before deducting rentals, taxes and other charges) increased from \$7,754,041.29 to \$30,777,922.19, or 296.93 per cent.

For the year which ended June 30, 1897, there was no net income after deducting taxes, rentals and fixed charges, while

for the year which ended June 30, 1906, the net income (including undivided net income of the auxiliary lines), after deducting all charges, amounted to \$18,259,778.32.

During the same period the outstanding capital obligations of the Company were increased from \$390,396,280 in 1897 to \$491,684,330 on June 30, 1906, or 25.94 per cent. The additional capital was required in part for the construction and acquisition of the new mileage, and in part for the acquisition of additional rolling stock and other facilities necessary to enable the Company to transact its largely increased business. A considerable share of the increase of the gross and net earnings of the Company during the last ten years was due to the additional mileage which has been constructed or purchased. The new lines have not only proved profitable in themselves, but have contributed largely to the earnings of the rest of the System.

It will be necessary to continue the same policy of expansion in the future. The country served by the System is growing so rapidly that a large amount of additional equipment and of other facilities for the transaction of business must be provided. Moreover, the settlement of new territory will require the construction of additional lines that, naturally and properly, should be constructed by the Company as feeders of its System. While the policy of expending part of the surplus income upon the property should be continued, the cost of extending and enlarging the System cannot be paid out of earnings. It will therefore be necessary, from time to time, to obtain additional capital.

For the five years last past (including one year of extraordinary floods, which affected net earnings to the extent of at least 3 per cent. on the common stock) the net income, applicable to dividends on the common stock, has averaged about 9 per cent.

However, in the opinion of the Board, the whole amount of the net earnings of the Company shown by the accounts is not properly available for the payment of dividends on the Company's stock. Prudent management requires that part of the surplus income during years of great prosperity should be reserved for the purpose of improving the Company's property and increasing the stability of the investment of its shareholders. Furthermore, every large railroad system in the United States is obliged to expend annually considerable sums for improvements and additions that are not chargeable to ordinary operation and maintenance expenses, but nevertheless ought not to be charged to capital account. Of this class are expenditures for elevating tracks in cities, for additional safety appliances, for better stations and cars and generally for furnishing better service to the public without increasing charges. Although expenditures of this class are not ordinary maintenance expenditures, yet they should be charged to income and not to capital account, except to the extent that they clearly add to the net income of the Company by increasing earnings, or by reducing operating expenses.

While it is of little practical consequence whether the undivided surplus income be allowed to stand upon the books as surplus, or be written off by direct charges to current income, or by charges to Profit and Loss Account, the Directors have deemed it advisable to write off part of the surplus as in previous years, so that the book surplus representing income already expended on the property may not be unduly increased. Accordingly, \$4,500,000 was charged to the income of the fiscal year on account of betterments, improvements, etc., written off, and certain additional charges were made in the Profit and Loss Account.

Betterments and improvements on existing mileage and discount on bonds sold from the organization of the Company

to June 30, 1906, amounted in the aggregate to \$43,060,847.98. During the same period the undivided surplus net income, after deducting all charges and dividends, amounted in the aggregate to \$40,131,788.27. Of this sum \$20,146,305.28 was charged off in various ways, leaving a balance of \$19,985,482.99 standing to credit of Profit and Loss as surplus on June 30, 1906.

Your directors take pleasure in recording their appreciation of loyalty and efficient service by officers and employees.

E. P. RIPLEY,  
*President.*

STATEMENTS.





## THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY COMPANY—SYSTEM.

Including The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company and The Southern Kansas Railway Company of Texas.

## DR. INCOME ACCOUNT FOR THE FISCAL YEAR ENDING JUNE 30, 1906. CR.

Operating Expenses:		Earnings:	
Maintenance of Way and Structures..	\$12,475,407 97	Passenger .....	\$18,013,388 56
Maintenance of Equipment.....	10,720,040 43	Freight ..	54,598,902 82
Conducting Transportation.....	23,370,572 43	Mail, Express and Miscellaneous.....	5,431,455 87
General Expenses.....	1,931,497 75		<u>\$78,044,347 25</u>
	<u>\$48,497,518 58</u>		
Taxes.....	2,118,633 37		
Rental of Tracks and Terminals.....	225,936 19		
Balance— <i>Net Income from Operation</i> .....	<u>27,202,259 11</u>		
	<u>\$78,044,347 25</u>		<u>\$78,044,347 25</u>
Interest on Bonds.....	\$10,622,184 22	Balance— <i>Net Income from Operation</i> .....	<u>\$27,202,259 11</u>
Advances to Subsidiary Companies.....	40,409 94	Interest and Discount.....	676,136 99
Rental of Leased Lines (in excess of income from securities of same lines owned).....	101,892 50	Income from Investments.....	670,274 81
Sundry Adjustments.....	51,053 13		
Dividend No. 15 on Capital Stock, Preferred, declared December 6, 1905.....	2,854,345 00		
Dividend No. 16 on Capital Stock, Preferred, declared June 6, 1906.....	2,854,345 00		
Dividend No. 10 on Capital Stock, Common, declared October 4, 1905.....	2,039,110 00		
Dividend No. 11 on Capital Stock, Common, declared April 4, 1906.....	2,039,110 00		
Appropriation for Fuel Reserve Fund.....	218,984 77		
Improvements written off.....	4,500,000 00		
Balance, being Surplus for 12 months ending June 30, 1906, carried to Profit and Loss Account.....	<u>3,227,314 35</u>		
	<u>\$28,548,660 91</u>		<u>\$28,548,660 91</u>
		PROFIT AND LOSS ACCOUNT TO JUNE 30, 1906.	CR.
Dividend No. 14 on Capital Stock, Preferred, declared June 7, 1905.....	\$2,854,345 00	Balance brought forward from June 30, 1905.....	\$19,739,491 98
Expenses in connection with issue of Convertible Bonds.....	124,978 34	Net Income for 12 months ending June 30, 1906.....	<u>3,227,314 35</u>
Balance carried down.....	<u>19,985,482 99</u>		
	<u>\$22,966,806 33</u>		<u>\$22,966,806 33</u>
		Balance (Surplus) carried to General Balance Sheet.....	<u>\$19,985,482 99</u>

NOTE.—Heretofore dividends were charged to profit and loss in the year in which they were paid. It having been decided to charge dividends in the income account for the year when declared, the dividends for one year were charged to income, while the dividend on the preferred stock declared in June of the previous fiscal year but payable in August of the fiscal year embraced in these accounts was charged to profit and loss.

**THE ATCHISON, TOPEKA & SANTA**  
**Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande &**  
**The Southern Kansas**  
**GENERAL BALANCE**

Balances June 30, 1905.	ASSETS.		Balances June 30, 1906.
\$448,632,530 06		RAILROADS, FRANCHISES AND OTHER PROPERTY, including Stocks, Bonds, etc., (Exhibit A). . . . .	\$454,254,356 08
		EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT DURING CURRENT FISCAL YEAR (Exhibit B):	
	\$4,253,630 14	Improvements, less \$4,500,000 written off..	\$2,907,633 97
	171,814 47	Extensions.....	24,270 03
	58,434 65	Equipment.....	8,994,478 26
4,483,879 26			11,926,882 26
\$453,116,409 32		Total.....	\$466,180,738 34
16,587,282 63		INVESTMENTS, NEW ACQUISITIONS (Exhibit C)...	25,206,815 86
		Balance carried down.....	296,775 80
\$469,703,691 95			\$491,684,330 00
\$7,277,861 95		BALANCE FROM CAPITAL ACCOUNT.....	
		SECURITIES ON HAND (Exhibit D):	
	\$2,584,426 26	Company Securities (estimated value).....	\$2,584,626 26
	362,600 00	Other Securities (estimated value).....	252,400 00
2,947,026 26			\$2,837,026 26
3,317,306 84		OTHER INVESTMENTS.....	5,394,788 15
5,569,100 63		MATERIAL AND SUPPLIES.....	7,368,296 35
43,889 89		PREPAID INSURANCE PREMIUM.....	88,855 25
412,670 73		GUARANTY TRUST CO. OF NEW YORK:	
		Cash Deposit for Fuel Reserve Fund.....	384,622 36
		ACCOUNTS RECEIVABLE:	
	\$1,042,253 44	Traffic Balances.....	\$1,199,994 89
	350,067 41	Agents and Conductors.....	551,827 59
	676,979 94	U. S. Government.....	524,159 09
	2,485,353 62	Miscellaneous.....	3,543,827 78
4,554,654 41			5,819,809 35
9,580,084 35		CASH ON HAND AND IN BANK.....	17,321,750 08
\$33,702,595 06			\$39,215,147 80

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's system satisfactory certificates from the Trustees as to the securities pledged under the different mortgages, New York, September 5, 1906.

## FE RAILWAY COMPANY—SYSTEM.

El Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company and Railway Company of Texas.

SHEET JUNE 30, 1906.

Balances June 30, 1905.	LIABILITIES.		Balances June 30, 1906.
\$102,000,000 00	CAPITAL STOCK:		\$102,000,000 00
	COMMON .....		
	PREFERRED .....	\$131,486,000 00	
	Less amount in Special Trust:		
	For acquisition of Auxiliary		
	Lines .....	\$10,800,000 00	
	For Improvements, Exten-		
	sions, etc. ....	6,486,470 00	
114,199,530 00		17,286,470 00	114,199,530 00
	FUNDED DEBT:		
\$148,799,500 00	General Mortgage 4% Bonds .....	\$148,799,500 00	
51,728,000 00	Adjustment Mortgage Bonds .....	51,728,000 00	
21,203,000 00	Serial Debenture 4% Bonds .....	19,081,000 00	
	Eastern Oklahoma Division 1st Mortgage		
6,128,000 00	4% Bonds .....	6,128,000 00	
	Chicago & St. Louis Ry. Co. 1st Mortgage		
1,500,000 00	6% Bonds .....	1,500,000 00	
	The San Francisco & San Joaquin Valley		
6,000,000 00	Ry. Co. 1st Mortgage 5% Bonds .....	6,000,000 00	
10,108,250 00	Convertible 4% Bonds, 1st issue .....	32,420,000 00	
	Amount paid up on 2d issue of Convertible		
	4% Bonds .....	9,068,750 00	
	Miscellaneous Bonds .....	759,550 00	
246,226,300 00			\$275,484,800 00
7,277,861 95	Balance carried down .....		
\$469,703,691 95			\$491,684,390 00
	BALANCE FROM CAPITAL ACCOUNT .....		\$296,775 80
\$491,840 84	ROLLING STOCK REPLACEMENT FUND .....		24,358 04
171,656 40	RAIL RENEWAL FUND .....		994,746 47
144,477 65	TIE RENEWAL FUND .....		408,317 53
72,800 00	BRIDGE RENEWAL FUND .....		145,898 69
	FUEL RESERVE FUND:		
\$316,663 88	The Atchison, Topeka & Santa Fe Ry. Co....	\$282,128 96	
96,007 85	Cherokee & Pittsburg C. & M. Co.....	102,495 40	
412,670 73			384,622 36
	DIVIDENDS ON PREFERRED AND COMMON STOCK:		
	No. 16 on Preferred stock, payable August		
	1, 1906.....	\$2,854,345 00	
	Unclaimed Dividends .....	17,222 25	
			2,871,567 25
771,899 51	ACCRUED TAXES NOT YET DUE.....		850,084 34
	INTEREST ON FUNDED DEBT:		
\$3,622,405 00	Accrued, not due.....	\$3,596,015 00	
436,996 45	Coupons not presented.....	307,443 47	
4,059,401 45			3,903,458 47
	ACCOUNTS PAYABLE:		
\$2,560,122 02	Pay Rolls.....	\$2,662,823 21	
2,761,491 11	Audited Vouchers.....	3,286,228 05	
898,850 64	Traffic Balances .....	1,171,852 87	
1,567,892 73	Miscellaneous .....	2,178,931 73	
7,788,356 50			9,299,835 86
50,000 00	PRIOR ACCOUNTS IN LIQUIDATION .....		50,000 00
19,739,491 98	PROFIT AND LOSS: Surplus .....		19,985,482 99
\$33,702,595 06			\$39,215,147 80

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE & CO., Auditors.

## GENERAL BALANCE SHEET—EXHIBIT A.

## RAILROADS, FRANCHISES AND OTHER PROPERTY.

Amount June 30, 1905, as published in Annual Report.....	\$448,632 50	06
Expenditures for Construction and Equipment during Fiscal Year ending June 30, 1905.....	4,483,879	26
Transferred from Exhibit C.:		
Arizona & Utah Ry. (now Western Arizona Ry.).....	\$143,804	67
Cane Belt R. R.....	850,000	00
El Paso Union Passenger Depot.....	4,800	00
	\$998,604	67
Additional Expenditures during the Fiscal Year ending June 30, 1906:		
Cane Belt R. R.....	\$55,081	89
Eastern Oklahoma Ry.....	245,202	58
Fort Worth Union Passenger Station.....	128	73
Gulf, Beaumont & Great Northern Ry.....	6,452	81
Gulf, Beaumont & Kansas City Ry.....	75,761	20
Oakdale Western Ry.....	8,114	80
Oakland & East Side R. R.....	23,724	74
Santa Fe Pacific R. R.....	1,100	00
Southern California Ry. Co. Preferred Stock.....	75,261	00
Union Passenger Depot Co. of Galveston. ....	30,851	95
Western Arizona Ry.....	14,665	86
	536,345	56
	\$454,651,359	55

## DEDUCTIONS.

Land Sales during Fiscal Year...	\$366,760	00
San Francisco Terminal Property.....	5,805	00
Sundry Adjustments.....	24,438	47
	397,003	47
	\$454,254,356	08

## GENERAL BALANCE SHEET—EXHIBIT B.

EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT  
DURING FISCAL YEAR.

Improvements.....	\$7,407,633	97
Construction (Extension).....	24,270	03
Equipment.....	8,994,478	26
	\$16,426,383	26

## DEDUCTION.

Improvements charged to Income.....	4,500,000	00
	\$11,926,383	26



## GENERAL BALANCE SHEET—EXHIBIT C.

## INVESTMENTS—NEW ACQUISITIONS.

Amount June 30, 1905, as published in Annual Report.....	\$16,587,282 63
Additional Expenditures during the Fiscal Year ending June 30, 1906 :	
Arizona & California Ry.....	\$526,853 72
Barnwell & Searchlight Ry.....	19,097 97
Denver, Enid & Gulf R. R.....	2,005,828 93
Eastern Ry. of New Mexico.....	3,769,214 26
Fort Bragg & Southeastern R. R.....	343,085 60
Fresno County Ry.....	76,666 92
Grand Canyon Ry.....	4,030 00
Jasper & Eastern Ry.....	409,208 13
Pecos & Northern Texas Ry.....	90,940 32
Phoenix & Eastern R. R.....	165,396 47
Santa Fe Land Improvement Co. :	
For Capital Stock of the Chanslor-Canfield Mid- way Oil Co.....	1,310,000 00
For Capital Stock of the Texas Tie and Lumber Preserving Co.....	197,742 86
For Capital Stock of The Texas & Gulf Ry. Co.....	1,000,000 00
Sunset R. R.....	5,537 79
	<u>9,923,602 97</u>
	\$26,510,885 60
DEDUCTIONS.	
Transferred to Exhibit A. :	
Arizona & Utah Ry. (now Western Arizona Ry.)... ..	\$143,804 67
Cane Belt R. R.....	850,000 00
El Paso Union Passenger Depot.....	4,800 00
San Francisco & Northwestern Ry.....	51,943 88
Credits in reduction of book values :	
Santa Fe Land Improvement Co., Capital Stock of Petroleum Development Co. (application from Fuel Reserve Fund) .....	253,521 19
	<u>1,304,069 74</u>
	\$25,206,815 86

## GENERAL BALANCE SHEET—EXHIBIT D.

## SECURITIES IN TREASURY JUNE 30, 1906.

	Par Value.	Estimated Value.
The Atchison, Topeka & Santa Fe Ry. Co. :		
*General Mortgage 4% Bonds.....	\$2,165,536 26	\$2,165,536 26
Adjustment Mortgage Bonds.....	382,000 00	362,900 00
Capital Stock, Preferred.....	25,800 00	24,510 00
"        "        Common.....	44,500 00	31,150 00
California Southern R. R. Co. Income 6% Bond Scrip.....	130 00	130 00
Chicago, Kansas & Western R. R. Co. Income 6% Bonds.....	400 00	400 00
County Bonds.....	1,000 00	1,000 00
Galveston County Sea Wall & Breakwater 4% Bonds.....	19,000 00	19,000 00
Kansas City Belt Ry. Co. First Mortgage 6% Bonds.....	25,000 00	25,000 00
Standard Office Co. Capital Stock.....	207,400 00	207,400 00
	<u>\$2,870,766 26</u>	<u>\$2,837,026 26</u>

\*Includes \$536.26 fractions due.

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FOR YEARS ENDING  
JUNE 30, 1906 AND 1905.

	1906.	1905.
<b>EARNINGS.</b>		
PASSENGER.....	\$18,013,988 56	\$16,045,380 27
FREIGHT.....	54,598,902 82	47,408,982 36
MAIL, EXPRESS AND MISCELLANEOUS.....	5,431,455 87	4,921,474 62
GROSS EARNINGS.....	\$78,044,347 25	\$68,375,837 25
<b>EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Roadway—Superintendence.....	\$365,831 59	\$306,697 59
General Repairs.....	4,108,274 25	4,542,036 84
Watchmen and Walkers.....	173,794 63	170,671 50
Ballasting.....	392,256 49	317,452 67
Snow, Ice, Weeds, etc.....	275,611 81	308,022 37
Frogs, Switches, Signals, etc.....	314,377 37	174,316 54
Rail Fastenings.....	485,238 35	451,180 83
Renewal of Rails.....	1,384,263 68	632,159 47
Renewal of Ties.....	1,654,842 28	1,619,186 32
Bridges—Superintendence.....	141,457 08	122,353 04
General Repairs and Renewals.....	1,179,673 40	1,236,305 94
Watchmen and Tenders.....	17,536 02	17,642 76
Fences, Road Crossings, etc.—Repairs and Renewals....	166,201 52	168,908 88
Buildings—Superintendence.....	77,798 76	66,291 03
Station, Office and Miscellaneous.....	741,142 35	497,465 94
Engine Houses, Shops, etc.....	391,903 60	266,175 59
Fuel and Water Stations..	402,504 30	268,087 20
Docks and Wharves—Repairs and Renewals.....	11,038 74	32,469 41
Telegraph—Repairs and Renewals.....	185,197 36	182,798 47
Stationery and Printing.....	6,338 90	5,069 83
Other Expenses.....	125 49	126 11
Total.....	\$12,475,407 97	\$11,385,418 33
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence.....	\$446,287 54	\$367,555 94
Locomotives—Repairs and Renewals.....	4,401,550 35	5,116,571 99
Passenger Cars—Repairs and Renewals.....	728,373 03	825,885 74
Dining Cars—Repairs and Renewals.....	40,041 49	31,670 08
Freight Cars—Repairs and Renewals.....	3,984,406 21	3,099,635 88
Work Cars—Repairs and Renewals.....	137,563 58	124,908 32
Marine Equipment—Repairs and Renewals.....	25,114 62	22,583 17
Shop Machinery and Tools—Repairs and Renewals.....	367,474 18	486,620 45
Stationery and Printing.....	25,692 49	22,377 11
Other Expenses.....	563,536 94	817,055 79
Total.....	\$10,720,040 43	\$10,914,864 47



GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FOR YEARS ENDING  
JUNE 30, 1906 AND 1905.—*Continued.*

	1906.	1905.
<b>CONDUOTING TRANSPORTATION:</b>		
Superintendence—Transportation .....	\$440,730 67	\$402,146 60
Traffic .....	316,371 34	290,359 48
Engine and Roundhouse Men—Engineers and Firemen..	3,489,162 28	3,138,135 04
Hostlers, Wipers, etc.....	861,871 57	830,684 33
Fuel for Locomotives.....	4,887,673 85	4,790,143 71
Water Supply for Locomotives.....	418,580 14	398,471 03
Oil, Tallow and Waste for Locomotives.....	182,557 44	157,870 43
Other Supplies for Locomotives .....	157,706 69	145,040 34
Train Service.....	2,966,256 46	2,626,104 09
Train Supplies and Expenses—Supplies and Expenses ...	260,465 89	306,231 47
Cleaning and Lubricating		
Cars.....	338,256 30	319,545 08
Fuel and Light for Cars..	164,504 94	134,759 79
Dining Car Expenses.....	77,411 58	71,915 00
Switchmen, Flagmen and Watchmen.....	1,226,194 13	1,122,148 82
Telegraph Expenses.....	1,045,319 28	933,125 74
Station Service—Station Agents, Clerks, etc.....	1,339,648 48	1,246,616 09
Station Baggage Masters, etc.....	79,260 98	74,861 40
Station Labor .....	999,483 91	871,512 79
Stock Yards Labor .....	68,525 45	58,678 29
Station Supplies—Supplies and Expenses .....	159,793 79	161,685 36
Stock Yards Supplies.....	7,186 29	10,217 61
Switching Charges .....	22,751 84	33,430 06
Car Mileage.....	533,336 93	458,989 82
Hire of Equipment .....	14,954 47	11,311 00
Loss and Damage—Live Stock.....	112,005 18	107,286 12
Baggage .....	7,605 07	8,462 47
Freight.....	687,394 64	570,730 47
Property .....	99,826 03	87,553 55
Injuries to Persons .....	634,546 33	433,112 59
Clearing Wrecks .....	156,337 67	116,281 41
Operating Marine Equipment .....	86,265 78	78,861 35
Advertising .....	243,848 63	195,457 59
Outside Agencies.....	755,875 75	713,189 70
Commissions.....	21,553 70	8,674 41
Rents of Buildings and Other Property.....	79,831 21	75,918 18
Stationery and Printing.....	236,379 92	226,809 36
Other Expenses .....	191,047 82	146,538 57
Total .....	\$23,370,572 43	\$21,362,859 64
<b>GENERAL EXPENSES:</b>		
General Officers—Salaries.....	\$379,420 04	\$336,752 87
Clerks and Attendants—Salaries.....	710,123 70	668,582 13
General Office Expenses and Supplies.....	70,589 95	66,867 67
Insurance .....	240,011 35	251,265 26
Law Expenses .....	228,990 47	226,596 57
Stationery and Printing.....	94,842 06	114,508 72
Other Expenses—Advertising, etc.....	207,520 18	189,321 57
Real Estate—Expenses and Repairs.....		347 08
Total .....	\$1,931,497 75	\$1,854,241 87
TOTAL OPERATING EXPENSES .....	\$48,497,518 58	\$45,517,384 31
NET EARNINGS .....	\$29,546,828 67	\$22,858,452 94

EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT DURING THE YEARS ENDING  
JUNE 30, 1906 AND 1905.

Construction—(Improvements on Existing Mileage).

ACCOUNTS.	1906.	1905.
Engineering.....	\$29,981 79	\$26,316 81
Right of Way and Station Grounds.....	511,645 04	88,302 15
Real Estate.....	7,627 50	5,854 19
Grading.....	1,719,224 23	930,604 39
Bridges, Trestles and Culverts.....	1,544,266 56	458,598 51
Ties.....	244,374 33	317,520 31
Rails.....	368,339 15	455,528 73
Track Fastenings.....	48,768 06	107,162 62
Frogs and Switches.....	32,457 91	59,936 21
Ballast.....	600,627 21	409,675 40
Track Laying and Surfacing.....	497,165 31	233,978 04
Fencing Right of Way.....	32,018 23	22,013 27
Crossings, Cattle Guards and Signs.....	56,639 41	191,572 08
Interlocking or Signal Apparatus.....	160,534 86	60,884 31
Telegraph Lines.....	15,941 36	20,935 79
Station Buildings and Fixtures.....	262,934 43	53,114 99
Shops, Roundhouses and Turntables.....	190,780 93	286,609 97
Shop Machinery and Tools.....	190,198 56	137,023 66
Water Stations.....	197,126 90	120,708 88
Fuel Stations.....	4,601 11	8,840 70
Grain Elevators.....	393,752 34	272,121 77
Docks and Wharves.....	49,375 49	.....
Electric Light Plants.....	22,865 38	125 01
Electric Motive Power Plants.....	5,955 57	1,625 45
Miscellaneous Structures.....	247,598 45	11 09
General Expenses.....	.....	224 89
Total Construction—(Improvements).....	\$7,407,633 97	\$4,253,630 14

Construction—(Extensions).

Engineering.....	\$22 25	\$3,225 59
Right of Way and Station Grounds.....	1,042 16	45,240 27
Grading.....	396 62	43,398 85
Bridges, Trestles and Culverts.....	5,493 56	31,871 12
Ties.....	11,000 05	6,833 64
Rails.....	76 03	21,264 99
Track Fastenings.....	3,757 81	1,473 13
Frogs and Switches.....	3,253 84	3,673 15
Ballast.....	81 34	81 34
Track Laying and Surfacing.....	3,266 72	12,291 61
Fencing Right of Way.....	2,496 97	836 19
Crossings, Cattle Guards and Signs.....	67 55	881 49
Telegraph Lines.....	7 74	720 85
Station Buildings and Fixtures.....	19 75	19 75
General Expenses.....	2 50	2 50
Total Construction—(Extensions).....	\$24,270 03	\$171,814 47

Credits in Italics.

EXPENDITURES FOR CONSTRUCTION AND EQUIPMENT DURING THE YEARS ENDING  
JUNE 30, 1906 AND 1905.—*Continued.*

## Equipment.

	1906.	1905.
Locomotives and Tenders.....	\$2,957,586 59	\$94,767 38
Passenger Cars.....	854,818 86	1,853 96
Freight Cars.....	5,143,401 32	99,550 91
Work Cars.....	38,642 81	12,006 37
Marine Equipment.....	28 68	49,357 85
Total Equipment.....	\$8,994,478 26	\$58,434 65
Total Construction—(Improvements and Exten- sions) and Equipment.....	\$16,426,382 26	\$4,483,879 26

Credits in italics.

COMPARISONS BY MONTHS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS  
FOR FISCAL YEARS ENDING JUNE 30, 1906 AND 1905.

		July.	August.	September.	October.	November.	December.	
Gross Earnings	1905	\$5,684,913 48	\$5,967,032 06	\$6,457,831 86	\$6,793,290 49	\$6,910,668 00	\$6,787,056 62	
	1904	4,742,836 05	5,444,334 26	6,156,340 46	5,549,380 57	6,487,013 58	6,235,182 15	
Operating Expenses	1905	\$3,752,767 10	\$3,895,457 55	\$3,852,167 26	\$4,005,779 27	\$4,022,486 16	\$4,163,765 98	
	1904	3,385,947 01	3,530,484 41	3,553,188 15	3,777,989 15	3,787,456 84	3,994,658 59	
Net Earnings	1905	\$1,932,146 38	\$2,071,574 51	\$2,605,664 60	\$2,787,511 22	\$2,888,181 84	\$2,623,290 64	
	1904	1,356,889 04	1,913,849 85	2,593,152 31	1,771,391 42	2,699,556 74	2,240,523 56	
	Inc.	\$575,257 34	\$157,724 66	\$7,512 29	\$1,016,119 80	\$188,625 10	\$382,767 08	
	Dec.							

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Gross Earnings	1906	\$6,536,985 08	\$6,487,556 77	\$6,696,958 30	\$6,492,316 06	\$6,782,265 52	\$6,447,473 01	\$75,044,347 25
	1905	5,407,741 32	4,669,306 00	5,960,923 50	5,996,896 33	5,845,280 83	5,880,602 20	68,375,837 25
Operating Expenses	1906	\$4,250,548 54	\$3,914,393 52	\$4,292,797 99	\$4,163,127 33	\$4,341,337 63	\$3,842,890 25	\$48,497,518 58
	1905	3,839,331 26	3,562,117 86	3,945,008 01	3,878,042 69	4,070,367 46	4,187,792 88	45,517,384 31
Net Earnings	1906	\$2,286,436 54	\$2,573,163 25	\$2,404,160 31	\$2,329,188 73	\$2,440,927 89	\$2,604,582 76	\$29,546,828 67
	1905	1,568,410 06	\$1,107,188 14	2,015,915 49	\$2,118,853 64	\$1,774,913 37	\$1,692,809 32	22,858,452 94
	Inc.	\$718,026 48	\$1,465,975 11	\$388,244 82	\$210,335 09	\$666,014 52	\$911,773 44	\$6,688,375 73
	Dec.							

## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR FISCAL YEARS ENDING JUNE 30, 1906 AND 1905.

FREIGHT.					
	Freight Earnings.	Number of Tons Carried.	Number of Tons Carried One Mile.	Average Distance per Ton—Miles.	Earnings per Ton per Mile in Cents.
Fiscal year to June 30, 1906..	\$54,598,902 82	14,788,506	5,841,420,731	394.99	0.935
“ “ “ 30, 1905..	47,408,982 36	12,894,347	4,730,090,247	366.83	1.002
Increase.....	\$7,189,920 46	1,894,159	1,111,330,484	28.16	.....
Decrease.....	.....	.....	.....	.....	0.067
PASSENGER.					
	Passenger Earnings.	Number of Passengers Carried.	Number of Passengers Carried One Mile.	Average Distance per Passenger—Miles.	Earnings per Passenger per Mile in Cents.
Fiscal year to June 30, 1906..	\$18,013,988 56	8,875,387	844,360,845	95.14	2.133
“ “ “ 30, 1905..	16,045,380 27	8,288,955	743,500,412	89.70	2.158
Increase.....	\$1,968,608 29	586,432	100,860,433	5.44	.....
Decrease.....	.....	.....	.....	.....	0.025



## SUMMARY OF FREIGHT TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

	Tons.	Tons One Mile.	Earnings.
East.....	7,446,399	2,822,964,181	\$23,983,864 83
West.....	7,342,107	3,018,456,550	30,615,037 99
Total.....	14,788,506	5,841,420,731	\$54,598,902 82

## SUMMARY OF PASSENGER TRAFFIC FOR YEAR ENDING JUNE 30, 1906.

	Passengers.	Passengers One Mile.	Earnings.
East.....	4,414,113	331,760,464	\$8,380,631 80
West.....	4,461,274	462,600,381	9,633,356 76
Total .....	8,875,387	844,360,845	\$18,013,988 56



CLASSIFICATION OF FREIGHT TONNAGE (COMPANY MATERIAL EXCLUDED)  
FOR YEARS ENDING JUNE 30, 1906 AND 1905.

	1906.		1905.	
	Tons.	%	Tons.	%
<b>PRODUCTS OF AGRICULTURE:</b>				
Corn.....	605,459	.....	435,135	
Wheat .....	952,214	.....	868,093	
Other Grain.....	215,185	.....	183,553	
Total Grain.....	1,772,858	11.99	1,486,781	11.53
Flour .....	401,306	.....	336,474	
Other Mill Products.....	153,427	.....	167,576	
Hay, Straw and Broom Corn.....	247,098	.....	230,018	
Cotton .....	176,023	.....	207,344	
Cotton Seed and its Products.....	125,159	.....	182,045	
Fruits and Vegetables.....	668,956	.....	623,194	
Other Agricultural Products.....	68,940	.....	57,076	
Total Products of Agriculture...	3,613,767	24.43	3,290,508	25.52
<b>PRODUCTS OF ANIMALS:</b>				
Live Animals.....	930,440	.....	872,509	
Dressed Meats.....	26,878	.....	36,797	
Other Packing House Products.....	76,316	.....	49,888	
Poultry, Game and Fish.....	32,962	.....	25,380	
Wool .....	13,124	.....	17,882	
Hides and Leather.....	18,160	.....	27,183	
Other Animal Products .....	50,863	.....	39,622	
Total Products of Animals.....	1,148,743	7.77	1,069,261	8.29
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	24,917	.....	35,917	
Bituminous Coal.....	2,230,773	.....	1,908,070	
Coke.....	257,721	.....	218,482	
Ore and Bullion.....	346,672	.....	306,897	
Stone and Sand.....	1,015,878	.....	1,039,553	
Salt.....	123,207	.....	112,447	
Other Mineral Products .....	614,385	.....	569,817	
Total Products of Mines.....	4,613,553	31.20	4,191,123	32.50
<b>PRODUCTS OF FOREST:</b>				
Lumber.....	1,213,326	.....	1,113,485	
Other Forest Products.....	730,842	.....	459,701	
Total Products of Forest.....	1,944,168	13.15	1,573,186	12.20
<b>MANUFACTURES:</b>				
Petroleum and Other Oils.....	199,533	.....	130,211	
Sugar.....	84,479	.....	72,340	
Iron—Pig, Bloom and Scrap.....	32,375	.....	21,554	
Iron and Steel Rails and Trimmings..	81,867	.....	39,513	
Other Castings and Machinery.....	308,364	.....	256,137	
Bar and Sheet Metal.....	88,877	.....	60,421	
Cement, Brick and Lime.....	754,612	.....	535,229	
Agricultural Implements.....	52,417	.....	54,137	
Wagons, Carriages and Other Vehicles	30,130	.....	27,368	
Wines, Liquors and Beer.....	88,650	.....	76,568	
Household Goods and Furniture.....	108,853	.....	89,453	
Other Manufactured Products.....	631,159	.....	522,773	
Total Manufactures.....	2,461,316	16.64	1,885,704	14.63
Total Carload Tonnage.....	13,781,547	93.19	12,009,782	93.14
Merchandise—L. C. L. Tonnage.....	1,006,959	6.81	884,565	6.86
Total Tonnage, exclusive of Com- pany Material.....	14,788,506	100.00	12,894,347	100.00

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1906 AND 1905.

	1906.	1905.
<b>MILEAGE:</b>		
Passenger—Revenue.....	15,524,837	14,368,195
Mixed.....	665,260	615,164
Non-revenue.....	118,417	83,682
Total.....	16,308,514	15,067,041
Freight—Revenue.....	19,817,565	17,724,226
Mixed.....	1,490,917	1,436,730
Non-revenue.....	631,820	140,178
Total.....	21,940,302	19,301,134
Work.....	1,270,972	1,217,634
Switch.....	6,174,736	5,141,827
Total Miles Run.....	45,694,524	40,727,636
Miles Run by Coal Burners.....	30,898,757	28,084,009
Miles Run by Oil Burners.....	14,795,767	12,643,627
<b>CONSUMPTION OF FUEL AND STORES:</b>		
Waste used, pounds.....	703,099	638,907
Oil used (all kinds except fuel), pints..	5,671,899	4,936,252
Oil used (lubricating), pints.....	3,778,906	3,381,397
Coal used, tons (2,000 lbs.).....	2,101,906	1,910,845
Fuel Oil used, tons (2,000 lbs.).....	604,340	524,005*
Wood used, cords.....	27,638	28,840
<b>COST OF LABOR AND MATERIAL:</b>		
Repairs and Renewals of Locomotives, Labor.....	\$2,739,195 90	\$3,356,963 80
Repairs and Renewals of Locomotives, Material.....	1,662,354 45	1,759,608 19
Total Repairs and Renewals....	\$4,401,550 35	\$5,116,571 99
Wages of Engineers, Firemen and Wipers	4,516,338 86	4,123,321 83
Oil and Waste.....	188,382 58	163,376 11
Miscellaneous Supplies.....	161,590 25	148,710 75
Coal.....	3,497,759 63	3,028,029 64
Fuel Oil.....	1,489,207 27	1,845,798 85
Wood.....	46,847 74	52,530 64
Total.....	\$14,301,676 68	\$14,478,339 81
<b>COST PER MILE RUN IN CENTS:</b>		
For Oil and Waste.....	0.41	0.40
For Miscellaneous Supplies.....	0.35	0.37
For Fuel, Coal and Wood.....	11.47	10.97
For Fuel, Oil.....	11.07	14.60
For Engineers, Firemen and Wipers...	9.89	10.12
Locomotive Repairs and Renewals....	9.63	12.56
Total.....	31.80	35.55
<b>MILES RUN:</b>		
To one ton of coal.....	14.70	14.70
To one ton of fuel oil.....	24.48	24.13
To one pint of oil (all kinds except fuel).	8.06	8.25
To one pint of oil (lubricating).....	12.09	12.04
<b>AVERAGE COST OF FUEL:</b>		
Coal per ton.....	1.66	1.58
Fuel oil per ton.....	2.46	3.52
Wood per cord.....	1.70	1.82

The amount shown for Repairs and Renewals covers direct charges to Account 12—Repairs and Renewals of Locomotives—only, while the average Maintenance charges shown on page 11 include a proportion of unlocated equipment expenditures chargeable to Superintendence, Shop Machinery and Tools, Stationery and Other Expenses.

\*In 1905 report 189,641 tons of fuel oil were reported at the equivalent coal tonnage, based on steaming quality, viz. 303,426 tons. For 1906 the actual tons are reported and comparison made above with actual tons consumed in 1905 instead of the equivalent coal tonnage.

## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1906 AND 1905.

	1906.	1905.
<b>REVENUE TRAIN MILEAGE:</b>		
Miles run by Passenger Trains .....	14,917,821	13,777,055
Miles run by Freight Trains.....	17,558,887	15,373,270
Miles run by Mixed Trains { Freight.....	1,445,432	1,408,816
{ Passenger ....	642,281	605,210
Total.....	34,563,921	31,164,351
<b>CAR MILEAGE:</b>		
Miles run by Passenger Cars in Revenue Trains.....	99,993,144	89,637,292
Miles run by Freight Cars in Revenue Trains	554,317,586	471,004,305
Total.....	654,310,730	560,641,597
<b>LOADED AND EMPTY FREIGHT CAR MILEAGE:</b>		
Loaded Freight Cars:		
East or North.....	188,382,927	169,796,519
West or South .....	210,443,644	166,970,194
Total.....	398,826,571	336,766,713
Empty Freight Cars:		
East or North.....	82,936,524	63,635,948
West or South .....	72,554,491	70,601,644
Total.....	155,491,015	134,237,592
<b>NON-REVENUE TRAIN MILEAGE:</b>		
Miles run by Passenger Trains.....	120,629	82,696
Miles run by Work and Supply Trains.....	1,794,296	1,275,853

## EQUIPMENT IN SERVICE, JUNE 30, 1906.

Description.	Number.
LOCOMOTIVES.....	1,633
<b>PASSENGER CARS:</b>	
Baggage.....	138
Baggage and Express.....	9
Baggage and Mail.....	34
Baggage, Mail and Express.....	54
Business.....	31
Cafe—Observation.....	2
Chair.....	110
Coach—First-Class.....	303
Coach—Second-Class.....	36
Coach and Baggage.....	43
Coach and Mail.....	10
Coach, Mail and Baggage.....	27
Composite.....	13
Dining.....	26
Express—Box.....	10
Express—Horse.....	12
Mail.....	44
Mail and Express.....	9
Parlor.....	7
Smoking.....	77
TOTAL PASSENGER CARS.....	995
<b>FREIGHT CARS:</b>	
Ballast.....	1,472
Beer.....	23
Box.....	17,250
Caboose.....	598
Coal.....	8,544
Combination.....	938
Flat.....	2,875
Furniture.....	2,157
Logging.....	3
Refrigerator.....	5,492
Stock.....	3,692
Tank—Oil.....	1,089
Tank—Water.....	71
TOTAL FREIGHT CARS.....	44,204
<b>MISCELLANEOUS CARS:</b>	
Air Brake Instruction.....	2
Ballast Unloader.....	8
Ballast Spreader.....	7
Boarding and Bunk.....	18
Derrick.....	20
Ditcher and Wrecker.....	4
Frontier Station.....	1
Paint.....	3
Pile Driver.....	18
Plow.....	13
Rail Saw.....	2
Shop and Supply.....	20
Steam Shovel.....	18
Snow Plow.....	3
Snow Flanger.....	4
Test Weight.....	2
Tool.....	2
Weed Burner.....	3
TOTAL MISCELLANEOUS CARS.....	148
TOTAL CARS.....	45,347
<b>FLOATING EQUIPMENT:</b>	
Steam Ferry Boats.....	2
River Steamers.....	1
Tugs.....	2
Car Floats.....	4
TOTAL FLOATING EQUIPMENT.....	9

Statement showing number of locomotives of each class owned June 30, 1905, number sold or broken up and number added during the year, and total number of each class owned and average weight of same as of June 30, 1906.

		Owued June 30, 1905.	Sold or Broken Up.	Added.	Owued June 30, 1906.	Average Total Weight Locomo- tives (Tons).	Average Weight on Drivers (Tons).
Switch.....	Simple... ..	184	4	45	225	53.71	50.00
Eight Wheel.....	Simple.....	212	6	6	212	42.83	29.08
Mogul .....	Simple... ..	29	.....	4	33	60.20	50.25
Mogul.....	Compound.....	35	.....	.....	35	82.00	67.50
Ten Wheel.....	Simple.....	404	2	.....	402	64.27	49.36
Ten Wheel.....	Compound.....	7	.....	1	8	90.97	71.45
Twelve Wheel.....	Simple . . . . .	6	.....	.....	6	64.60	52.23
Consolidation.....	Simple.....	169	1	2	170	83.65	75.19
Consolidation.....	Compound.....	76	.....	.....	76	100.44	88.68
Pacific.....	Simple.....	26	.....	.....	26	108.00	73.70
Pacific.....	Balanced Compound .....	.....	.....	41	41	113.35	75.95
Prairie.....	Compound.....	145	.....	.....	145	104.96	71.19
Atlantic.....	Balanced Compound	57	.....	39	96	100.47	49.73
Decapod... ..	Compound.....	3	... ..	.....	3	131.41	116.83
Mikado.....	Compound.....	15	.....	.....	15	130.86	99.35
Santa Fe.....	Simple.....	1	.....	.....	1	137.98	112.50
Santa Fe. ....	Compound.....	85	.....	54	139	143.62	117.29
Total.....	.....	1,454	13	192	1,633	79.50	61.27

NOTE.—The average tractive power per engine June 30, 1906, was 27,684 as against 26,217 June 30, 1905, being an increase of 5.60 per cent.



## MAIN-TRACK MILEAGE.

June 30, 1906.

	Oper- ated.	Owne <sup>d</sup> .
THE ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Dearborn Station to Stewart Avenue.....	1.43	
Stewart Avenue to Crawford Avenue .....	5.00	5.00
Crawford Avenue to Ancona, Ill.....	89.01	89.01
Ancona, Ill., to Big Blue Junction, Mo.....	350.92	350.92
Big Blue Junction, Mo., to Kansas City, Mo.....	6.60	
Ancona, Ill., to Streator Junction, Ill.....	31.20	31.20
Streator Junction, Ill., to Pekin Junction, Ill.....	5.91	
Pekin Junction, Ill., to Pekin, Ill.....	21.33	21.33
North Lexington, Mo., to St. Joseph, Mo.....	76.40	76.40
St. Joseph, Mo., to Atchison, Kas.....	20.35	.09
Atchison, Kas., to West Line, Kas.....	470.41	470.41
Hawthorne, Kas., to Wilder, Kas.....	45.41	45.41
Kansas City, Mo., to Topeka, Kas.....	66.36	66.17
Emporia, Kas., to Moline, Kas ..	83.23	83.23
Florence, Kas., to Winfield, Kas.....	72.73	72.73
Florence, Kas., to Ellinwood, Kas ..	98.21	98.21
Newton, Kas., to Arkansas City, Kas.....	78.17	78.17
Mulvane, Kas., to Caldwell, Kas.....	37.01	37.01
Quenemo, Kas., to Osage City, Kas.....	19.42	19.42
Strong City, Kas., to Bazar, Kas.....	11.68	11.68
Neva, Kas., to Concordia, Kas.....	114.23	114.23
Manchester, Kas., to Barnard, Kas.....	43.56	43.56
Abilene, Kas., to Salina, Kas.....	22.56	22.56
Concordia, Kas., to Nebraska State Line.....	37.60	37.60
Nebraska State Line to Superior, Neb.....	2.53	
Augusta, Kas., to Mulvane, Kas.....	20.41	20.41
Little River, Kas., to Holyrood, Kas.....	26.30	26.30
Mulvane, Kas., to Englewood, Kas.....	166.38	166.38
Hutchinson, Kas., to Kinsley, Kas.....	83.63	83.63
Great Bend, Kas., to Scott City, Kas.....	120.07	120.07
Larned, Kas., to Jetmore, Kas.....	46.33	46.33
Independence, Kas., to Cedar Vale, Kas.....	54.79	54.79
Chanute, Kas., to Longton, Kas.....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas.....	40.57	40.57
Burlington, Kas., to Gridley, Kas.....	10.89	10.89
Colony, Kas., to Yates Center, Kas.....	24.71	24.71
Holliday, Kas., to Kiowa, Kas.....	325.91	325.91
Attica, Kas., to Medicine Lodge, Kas.....	21.08	21.08
Lawrence, Kas., to North Ottawa, Kas.....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas.....	54.26	54.26
Burlington Junction, Kas., to Burlington, Kas.....	41.47	41.47
Chanute, Kas., to Girard, Kas.....	40.04	40.04
Girard, Kas., to Chicopee, Kas.....	17.67	17.67
Cherryvale, Kas., to Coffeyville, Kas.....	17.98	17.98
Wellington, Kas., to Hunnewell, Kas.....	18.35	18.35
Arkansas City, Kas., to Purcell, I. T.....	154.48	154.48
Kansas-Oklahoma Line to Oklahoma-Texas Line.....	116.30	116.30
Hutchinson, Kas., to Ponca City, O. T.....	141.38	141.38
Hunnewell, Kas., to Bramean, O. T.....	9.07	9.07
Bramean, O. T., to Tonkawa, O. T.....	15.94	15.94
Havana, Kas., to Caney, Kas.....	5.39	5.39
Caney, Kas., to Kansas-Indian Territory Line.....	1.35	
Kansas-Indian Territory Line to Tulsa, I. T.....	67.88	67.13
Wichita, Kas., to Pratt, Kas.....	79.77	79.77
Burlingame, Kas., to Alma, Kas.....	34.30	34.30
Kansas-Colorado Line to Pueblo, Colo.....	150.05	150.05
Pueblo, Colo., to Rockvale, Colo.....	36.93	36.93
Clelland, Colo., to Cañon City, Colo.....	6.83	6.83
La Junta, Colo., to Colorado-New Mexico Line.....	96.32	96.32
Pueblo, Colo., to Denver, Colo.....	116.72	116.50
Colorado-New Mexico Line to San Marcial, N. M.....	354.10	354.10
Amounts forward.....	4,400.28	4,361.04



## SANTA FE RAILWAY COMPANY.

43

## MAIN-TRACK MILEAGE.

June 30, 1906.—Continued.

	Operated.	Owued.
<i>Amounts brought forward</i> .....	4,400.28	4,361.04
<b>THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Lamy, N. M., to Santa Fe, N. M.....	18.13	18.13
San Marcial, N. M. to Deming, N. M.....	123.40	123.40
Rincon, N. M., to New Mexico-Texas Line.....	56.74	56.74
Socorro, N. M., to Magdalena, N. M.....	27.39	27.39
Nutt, N. M., to Lake Valley, N. M.....	13.52	13.52
Las Vegas, N. M., to Hot Springs, N. M.....	8.32	8.32
Deming, N. M., to Silver City, N. M.....	46.50	46.50
Whitewater, N. M., to San Jose, N. M.....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M.....	4.28	4.28
Hanover, N. M., to Fierro, N. M.....	6.66	6.66
<i>Eastern Oklahoma Railway:</i>		
Newkirk, O. T., to Pauls Valley, I. T.....	183.67	183.67
Guthrie Junction, O. T., to Cushing, O. T.....	47.85	47.85
Ripley, O. T., to Esau, O. T.....	40.41	40.41
Seward, O. T., to Cashion, O. T.....	10.60	10.60
Pauls Valley, I. T. to Lindsay, I. T.....	24.18	24.18
<i>The Atchison, Topeka &amp; Santa Fe Railway—Coast Lines:</i>		
Isleta, N. M., to Needles, Cal.....	563.01	563.01
Needles, Cal. to Mojave, Cal.....	242.55	
Mojave, Cal., to Kern Junction, Cal.....	67.01	
Kern Junction, Cal., to Point Richmond, Cal.....	306.48	306.48
Corcoran Junction, Cal., to Calwa Junction, Cal.....	68.23	68.23
National City, Cal., to Fallbrook, Cal.....	67.01	67.01
Temecula, Cal., to Barstow, Cal.....	132.90	132.90
Los Angeles, Cal., to Los Angeles Junction, Cal.....	83.02	83.02
San Bernardino, Cal., to Los Angeles, Cal.....	59.97	59.97
Highgrove, Cal., to Orange, Cal.....	40.69	40.69
Perris, Cal., to San Jacinto, Cal.....	19.44	19.44
Escondido Junction, Cal., to Escondido, Cal.....	21.30	21.30
San Bernardino, Cal., to Mentone, Cal.....	12.51	12.51
Redondo Junction, Cal., to Inglewood, Cal.....	9.82	9.82
Inglewood, Cal., to Redondo, Cal.....	10.77	10.77
Highland Junction, Cal., to Mentone, Cal.....	12.88	12.88
Elsinore Junction, Cal., to Alberhil, Cal.....	7.76	7.76
<i>California Eastern Railway:</i>		
Goffs, Cal., to Ivanpah, Cal.....	45.21	45.21
<i>Randsburg Railway:</i>		
Kramer, Cal., to Johannesburg, Cal.....	28.64	28.64
<i>Oakland &amp; East Side Railroad:</i>		
Richmond, Cal., to Oakland, Cal.....	11.32	11.32
<i>Oakdale Western Railway:</i>		
Riverbank, Cal., to Oakdale, Cal.....	6.30	6.30
<i>Western Arizona Railway:</i>		
McConnico, Ariz., to Chloride, Ariz.....	21.57	21.57
Total Atchison, Topeka & Santa Fe Railway Lines.....	6,861.52	6,521.04
In the foregoing statement the following lines, controlled by The Atchison, Topeka & Santa Fe Railway Company through stock ownership and operated by it under leases, are treated as lines "owned":		
California Eastern Railway.....	45.21	
Oakdale Western Railway.....	6.30	
Eastern Oklahoma Railway.....	306.71	
Oakland and East Side Railroad.....	11.32	
Western Arizona Railway.....	21.57	
Randsburg Railway.....	28.64	
<b>RIO GRANDE &amp; EL PASO RAILROAD.</b>		
New Mexico-Texas Line to El Paso, Texas.....	20.17	20.17

## MAIN-TRACK MILEAGE.

June 30, 1906.—Continued.

	Operated.	Owued.
<b>GULF, COLORADO &amp; SANTA FE RAILWAY.</b>		
Galveston, Texas, to Purcell, I. T.....	518.67	518.67
Alvin, Texas, to Houston, Texas.....	25.66	25.66
Somerville, Texas, to Silsbee, Texas.....	152.54	152.54
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.03	228.03
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Coleman Junction, Texas, to Coleman, Texas.....	6.28	6.28
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.76	152.76
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt at Sealy, Texas.....	.08	.08
Wolfe City, Texas, to Sherman, Texas.....	38.70	
End of Cane Belt Track to Depot, Eagle Lake, Texas.....	.17	
<i>Gulf, Beaumont &amp; Kansas City Railway:</i>		
Beaumont, Texas, to Rogan, Texas (owned by A., T. & S. F.)....	62.68	62.68
<i>Gulf, Beaumont &amp; Great Northern Railway:</i>		
Rogan, Texas, to Center, Texas (owned by A., T. & S. F.).....	77.80	77.80
<i>Cane Belt Railroad:</i>		
Sealy, Texas, to Matagorda, Texas (owned by A., T. & S. F.)... .	90.65	104.87
Eagle Lake Junction, Texas, to End of C. B. Track, Eagle Lake, Texas.....	.45	
Rayner Junction, Texas, to Bonus, Texas.....	13.77	
Total, Gulf, Colorado & Santa Fe Railway.....	1,433.86	1,394.99
In the foregoing statement the following lines operated by the Gulf, Colorado & Santa Fe Railway Company under leases are treated as lines "owned," the stock of the companies owning these lines being owned by The Atchison, Topeka and Santa Fe Railway Company:		
Cane Belt Railroad.....	104.87	
Gulf, Beaumont and Great Northern Railway.....	77.80	
Gulf, Beaumont and Kansas City Railway.....	62.68	
<b>SOUTHERN KANSAS RAILWAY OF TEXAS:</b>		
Oklahoma-Texas Line to Panhandle, Texas..	100.41	100.41
Panhandle, Texas, to Washburn, Texas.....	14.72	14.72
Washburn, Texas, to Amarillo, Texas.....	14.04	
Total, Southern Kansas Railway of Texas.....	129.17	115.13
<b>NEW MEXICO &amp; ARIZONA RAILROAD:</b>		
Benson, Arizona, to Nogales, Arizona.....		87.78
<b>SONORA RAILWAY:</b>		
Nogales, Arizona, to Guaymas, Mexico.....		259.97
Hermosillo Junction, Mexico, to Hermosillo, Mexico.....		2.64
Total, Sonora Railway.....		262.61

## SUMMARY.

	Operated.	Owued.
The Atchison, Topeka & Santa Fe Railway.....	6,861.52	6,521.04
Rio Grande & El Paso Railroad.....	20.17	20.17
Gulf, Colorado & Santa Fe Railway.....	1,433.86	1,394.99
Southern Kansas Railway of Texas.....	129.17	115.13
New Mexico & Arizona Railroad.....		87.78
Sonora Railway.....		262.61
Total.....	8,444.72	8,401.72

MAIN-TRACK MILEAGE.  
June 30, 1906—Continued.

		Owued.
Mileage of System lines owned (see foregoing pages).....		8,401.72
Mileage of Separately Operated Lines.....		
Beaumont Wharf & Terminal Co.....	2.57	
Denver, Enid & Gulf Railroad.....	112.04	
Fort Bragg & Southeastern Railroad.....	22.84	
* Grand Canyon Railway.....	66.45	
† Kansas Southwestern Railway.....	59.35	
† Leavenworth & Topeka Railway.....	44.66	
Pecos System.....	370.24	
San Francisco & Northwestern Railway.....	53.62	
Santa Fe, Prescott & Phoenix Railway, operating Bradshaw Mountain R. R. and Prescott and Eastern R. R.....	257.36	
† Sunset Railroad.....	32.75	
Texas & Gulf Railway.....	70.07	
		1,092.95
Mileage of Lines Under Construction, completed to June 30, 1906:		
Arizona & California Railway.....	65.90	
Eastern Railway of New Mexico.....	185.90	
Fresno County Railway.....	6.63	
Jasper & Eastern Railway.....	39.60	
Phoenix & Eastern Railroad.....	95.24	
		393.32
Total.....		9,887.99

\* Of the total outstanding capital stock this Company owns nearly 54 per cent.

† Owned jointly with the St. Louis & San Francisco Railroad Company.

‡ Owned jointly with the Union Pacific Railroad Company.

‡ Owned jointly with the Southern Pacific Company.

ADDITIONAL MAIN TRACKS.

	Operated.	Owued.
SECOND MAIN TRACK:		
Dearborn Station to near Joliet, Ill.....	35.35	33.92
Joliet, Ill. to Coal City, Ill.....	22.16	6.37
Kernan, Ill. to Ancona, Ill.....	11.65	11.65
Fort Madison, Ia., to Nixon, Ia.....	11.10	11.10
Hardin, Mo. to Camden, Mo.....	11.43	11.43
Eton, Mo. to Congo, Mo.....	7.08	7.08
Big Blue Junction, Mo. to Kansas City, Mo.....	6.69	.09
Kansas City, Mo. to Turner, Kas.....	6.91	6.91
Turner, Kas. to Melvern, Kas.....	71.08	71.08
Olivet Junction, Kas. to Emporia, Kas.....	25.83	25.83
Emporia, Kas. to Braddock, Kas.....	59.10	59.10
Walton, Kas. to Newton, Kas.....	7.33	7.33
Trinidad, Colo. to Wootton, Colo.....	15.19	15.19
Lynn, N. M., to Raton, N. M.....	6.29	6.29
Total Second Main Track.....	297.24	273.42
THIRD MAIN TRACK:		
Near Allen Ave., Kansas City, Mo. to Turner, Kas.....	5.90	5.90
FOURTH MAIN TRACK:		
Near Allen Ave., Kansas City, Mo. to Turner, Kas.....	5.92	5.92
Total Additional Main Tracks.....	309.06	285.24
Yard Track and Slidings.....	2,258.71	
Mileage upon which General Mortgage is a direct lien.....	6,101.29	
Mileage represented by stocks and bonds pledged under General Mortgage.....	1,635.33	
Total mileage subject to General Mortgage.....	7,736.62	

## MAIN-TRACK MILEAGE.

June 30, 1906—Continued.

	Miles.	Miles.
During the year the miles of main track operated by the System increased 126.66 miles, as follows:		
THE ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Adjustment of Mileage .....	.03	
Western Arizona Railway:		
McConnico, Arizona, to Chloride, Arizona .....	21.57	21.60
GULF, COLORADO & SANTA FE RAILWAY:		
Connection with Cane Belt R. R. at Sealy, Texas .....	.08	
Cane Belt Railroad:		
Sealy, Texas, to Matagorda, Texas .....	90.65	
Eagle Lake Junction, Texas, to Eagle Lake, Texas .....	.62	
Rayner Junction, Texas, to Bonus, Texas ..	13.77	105.12
DEDUCTION:		126.72
THE ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Adjustment of Mileage .....	.06	
Total increase, System .....		126.66

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois .....	290.76	
Iowa .....	19.86	
Missouri .....	298.77	
Kansas .....	2,606.02	
Nebraska .....	2.53	
Oklahoma .....	612.49	
Indian Territory .....	215.61	
Texas .....	1,483.20	
Colorado .....	406.85	
New Mexico .....	836.84	
Arizona .....	408.33	
California .....	1,263.46	
Total .....		8,444.72

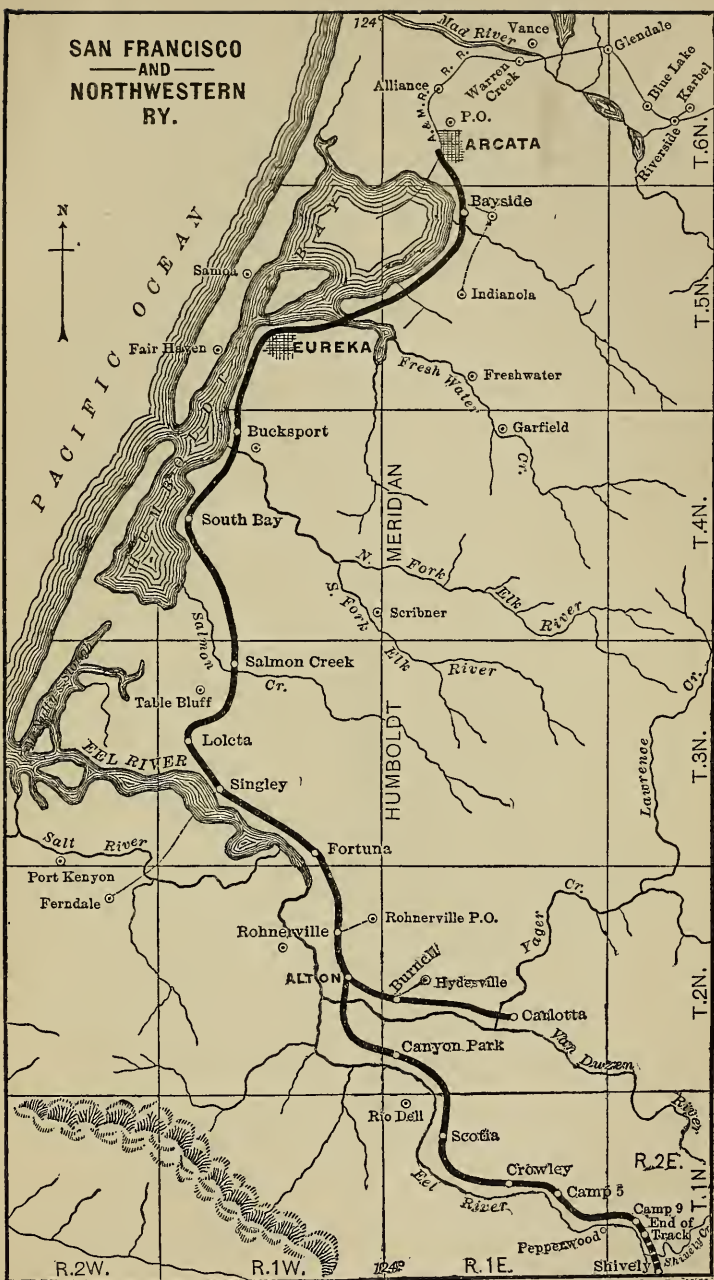


## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

Atchison Union Depot & R. R. Co.....	2d Mtge. 5%	\$9,000
Devlin Coal Co.....	1st Mtge. 6%	243,000
Gulf, Colorado & Santa Fe Ry. Co.....	1st " 7%	12,695,000
" " " " " .....	2d " 6%	8,614,000
The Kansas City Belt Ry. Co.....	1st " 6%	25,000
Kansas City Northwestern R. R. Co.....	1st " 5%	2,000
The Leavenworth & Topeka Ry. Co.....	1st " 4%	50,000
New Mexico & Arizona R. R. Co.....	1st " 6%	2,313,000
" " " " " .....	2d " 6%	950,000
Rio Grande & El Paso R. R. Co.....	1st " 6%	500,000
Sonora Ry. Co., Limited.....	1st " 7%	5,248,000
The Southern Kansas Ry. Co. of Texas.....	1st " 5%	1,583,000
The Union Passenger Depot Co. of Galveston..	1st " 6%	64,000
		<u>\$32,296,000</u>

## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Di- rect- ors.	Total.	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$30,400 00
Atchison Union Depot & Railroad Co.....	18	.....	18	18,000 00
Aztec Land & Cattle Co., Limited.....	2,154	3	2,157	21,570 00
The Cañon City Coal Co.....	8,493	7	8,500	425,000 00
Cherokee & Pittsburg Coal & Mining Co..	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred	400	.....	400	40,000 00
“ “ “ Common.	400	.....	400	40,000 00
Forest Park & Central R. R. Co.....	16	.....	16	1,600 00
Fort Worth Union Passenger Station Co..	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry. Co.....	45,470	130	45,600	4,560,000 00
The Kansas City Belt Ry. Co.....	547	3	550	55,000 00
The Las Vegas Hot Springs Co.....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co...	120	5	125	12,500 00
New Mexico & Arizona R. R. Co.....	36,815	5	36,820	3,682,000 00
The New Mexico Town Co.....	942	8	950	47,500 00
The Osage Carbon Co.....	2,991	9	3,000	300,000 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co.....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co.....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	.....	12	1,204 90
St. Joseph Terminal R. R. Co.....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co.....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Santa Fe Terminal Co. of California..	9,993	7	10,000	1,000,000 00
The Santa Fe Town & Land Co.....	2,497	3	2,500	250,000 00
Sonora Ry. Co., Limited.....	10,483	13	10,496	1,049,600 00
The Southern Kansas Ry. Co. of Texas...	5,955	90	6,045	604,500 00
The Trinidad Coal & Coking Co.....	1,618	7	1,625	162,500 00
Union Depot Co. (of Kansas City, Mo.)...	449	1	450	45,000 00
Union Passenger Depot Co. of Galveston..	1,995	5	2,000	200,000 00
The Vulcan Fuel Co.....	599,993	7	600,000	600,000 00
	743,928	377½	744,305½	\$14,379,697 40



Eng'd by American Bank Note Co. N.Y.









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1907

TWELFTH ANNUAL REPORT

OF

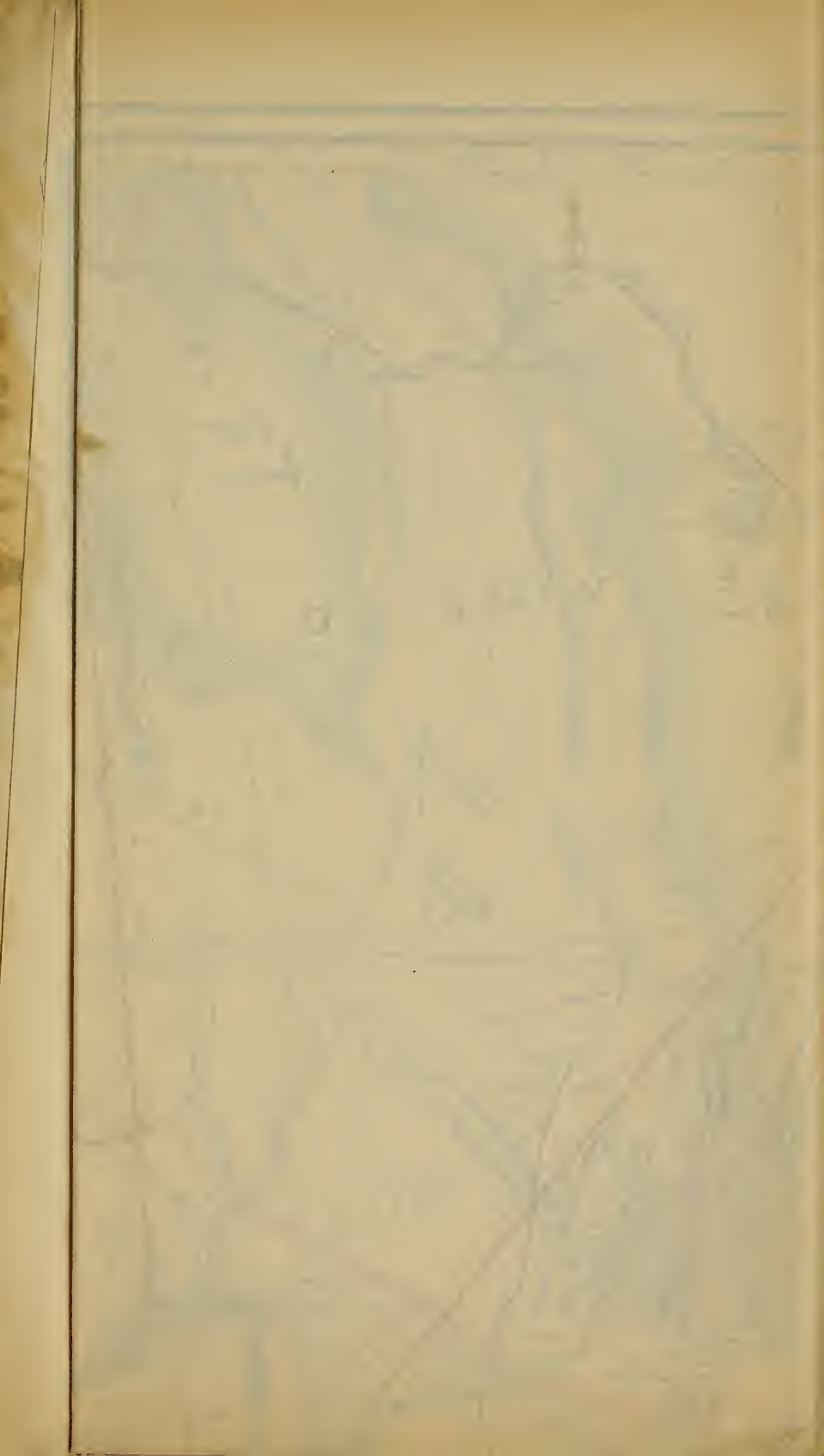
THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

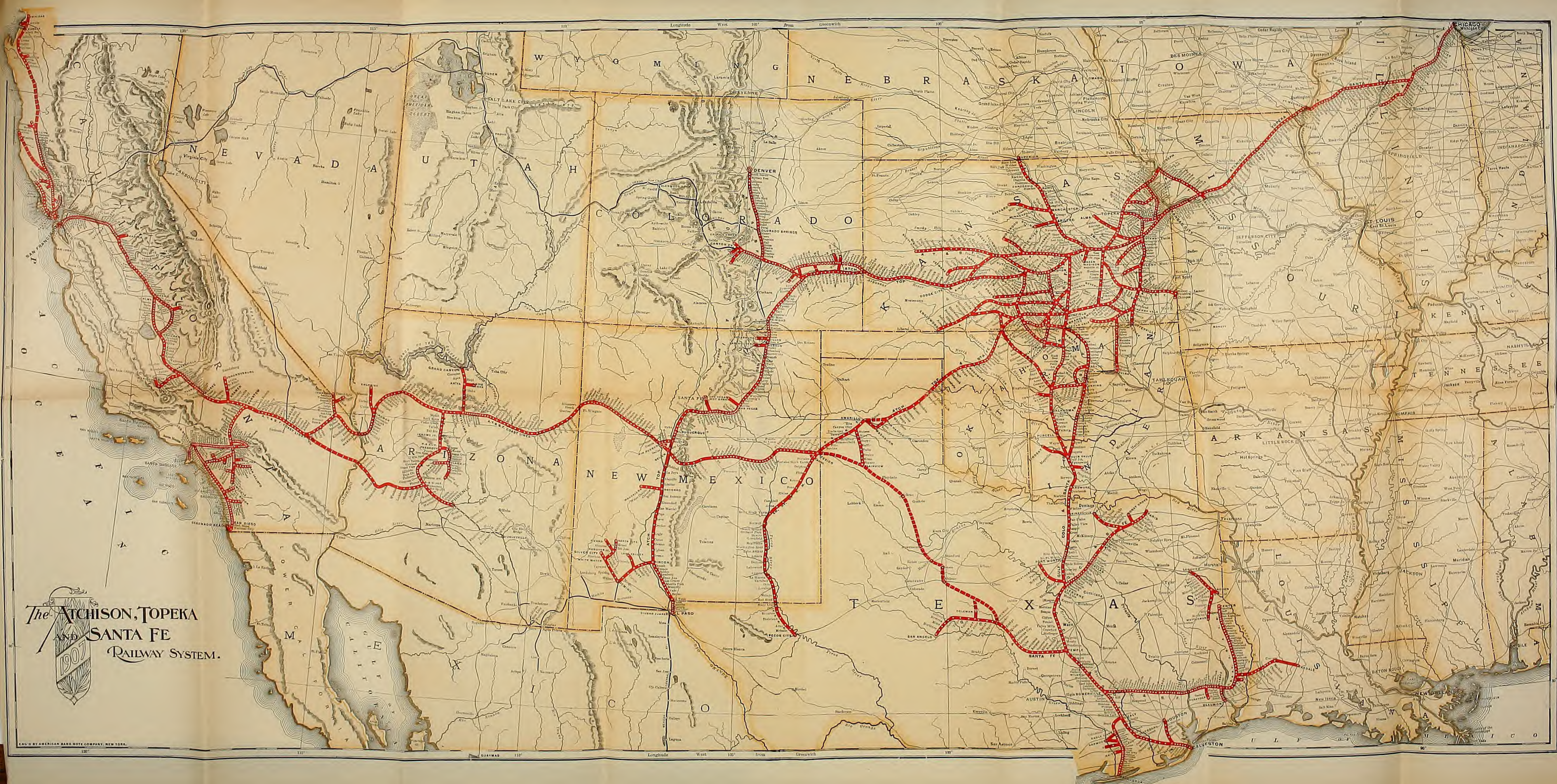
FISCAL YEAR ENDING JUNE 30, 1907.











The ATCHISON, TOPEKA  
AND SANTA FE  
RAILWAY SYSTEM.



1907

TWELFTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1907

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G. G. BURGOYNE, WALKER AND CENTRE STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1907.

1907.

H. RIEMAN DUVAL, New York.  
THOMAS P. FOWLER, New York.  
CHARLES S. GLEED, Topeka.  
VICTOR MORAWETZ, New York.

1908.

EDWARD J. BERWIND, New York.  
HENRY C. FRICK, Pittsburg.  
ANDREW C. JOBES, Wichita.  
JOHN G. MCCULLOUGH, Vermont.

1909.

BENJAMIN P. CHENEY, Boston.  
GEORGE G. HAVEN, New York.  
HENRY H. ROGERS, New York.

1910.

HOWEL JONES, Topeka.  
EDWARD P. RIPLEY, Chicago.  
BYRON L. SMITH, Chicago.  
CHARLES STEELE, New York.

## Executive Committee.

VICTOR MORAWETZ, Chairman.

EDWARD J. BERWIND,  
THOMAS P. FOWLER,  
GEORGE G. HAVEN,

EDWARD P. RIPLEY,  
HENRY H. ROGERS,  
CHARLES STEELE.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
J. W. KENDRICK,	-	<i>Second Vice-President,</i>	-	-	-	Chicago.
G. T. NICHOLSON,	-	<i>Third Vice-President,</i>	-	-	-	Chicago.
W. B. JANSEN,	-	<i>Fourth Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to President,</i>	-	-	-	San Francisco.
WALKER D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>	-	-	-	Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
H. W. GARDINER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, Jr.,	-	<i>Western Assistant Secretary</i>	-	-	-	
		<i>and Assistant Treasurer,</i>				Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>General Purchasing Agent,</i>	-	-	-	Chicago.
W. B. STOREY, Jr.,	-	<i>Chief Engineer,</i>	-	-	-	Chicago.
J. E. GORMAN,	-	<i>Freight Traffic Manager,</i>	-	-	-	Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>	-	-	-	Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>	-	-	-	San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.

CHICAGO OFFICE, - - 9 JACKSON BOULEVARD.



OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 4, 1907.

*To the Stockholders:*

Your Directors submit the following report for the fiscal year July 1, 1906, to June 30, 1907, inclusive.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, are as follows:

	June 30, 1907.	June 30, 1906.
Atchison, Topeka & Santa Fe Railway..	7,025.27 miles.	6,978.63 miles.
Rio Grande & El Paso Railroad.....	20.17 "	20.17 "
Gulf, Colorado & Santa Fe Railway.....	1,490.81 "	1,433.86 "
Eastern Railway of New Mexico*.....	221.47 "	221.47 "
Pecos & Northern Texas Railway .....	151.80 "	94.50 "
Pecos River Railroad.....	54.27 "	54.27 "
Santa Fe, Prescott & Phoenix Railway..	257.32 "	257.36 "
Southern Kansas Railway of Texas .....	129.17 "	129.17 "
Total.....	<u>9,350.28</u> "	<u>9,189.43</u> "

NOTE.—The mileage of the line Guthrie, Oklahoma, to Kiowa, Kansas, operated during the year under the name of the Denver, Enid & Gulf R. R. is included with the A., T. & S. F. Ry.

The figures for the fiscal year ending June 30, 1906, used for comparative purposes are not the same as shown in the last Annual Report, but are revised to cover lines in the system as now constituted.

The average mileage operated during the fiscal year ending June 30, 1907, was 9,273.15 miles. The total increase of mileage was 160.85 miles. The increase in the average number of miles operated compared with the preceding fiscal year was 120.35 miles.

For detailed statement of present mileage and changes in mileage since last Annual Report, see pages 42 to 47.

In addition to lines covered by this report the Company had under construction 488.43 miles, nearly completed on June 30, 1907, as set forth on page 46.

\* This line formerly belonged to the P. V. & N. E. Ry., see page 18.



The Company also controls, through ownership of stock and bonds, other lines aggregating 140.82 miles and is interested jointly with other companies in 540.93 miles additional.

### INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1906 and 1907 :

	1906.	1907.
Gross earnings from operation.....	\$80,801,010 02	\$93,683,406 91
Income from other sources.....	982,139 55	753,167 77
Income from all sources.....	\$81,783,149 57	\$94,436,574 68
Operating expenses, including taxes, rentals, advances to subsidiary companies and other charges.....	52,501,714 69	61,779,916 16
	\$29,281,434 88	\$32,656,658 52
Fixed charges, including accrued interest on Adjustment Bonds.....	11,013,264 50	11,487,934 70
Balance .....	\$18,268,170 38	\$21,168,723 82

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

From the net income for the year the following sums have been deducted :

#### DIVIDENDS ON PREFERRED STOCK—

No. 17 (2½%), paid Feb. 1, 1907.....	\$2,854,345 00
No. 18 (2½%), paid Aug. 1, 1907.....	2,854,345 00
	\$5,708,690 00

#### DIVIDENDS ON COMMON STOCK—

No. 12 (2½%), paid Dec. 1, 1906.....	\$2,566,337 50
No. 13 (3%), paid June 1, 1907.....	3,088,695 00
	5,655,032 50
Appropriation for Fuel Reserve Fund.....	191,225 50
Improvements, etc., written off.....	9,600,000 00
	21,154,948 00
Surplus carried to Profit and Loss.....	\$13,775 82
Surplus to credit of Profit and Loss June 30, 1906.....	\$19,985,482 99
Additions in Profit and Loss Account—net..	67,615 55
	20,053,098 54
Surplus to credit of Profit and Loss June 30, 1907.....	\$20,066,874 36

Income from other sources than earnings from operation consisted of interest on cash in bank and sums collected as interest and dividends upon bonds and stock of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$200,000 in cash was received as the net proceeds of sales of land embraced in the Santa Fe Pacific Land Grant, but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

#### CAPITAL, STOCK AND FUNDED DEBT.

At a special meeting of the shareholders held January 30, 1907, the authorized issue of Common Stock was increased \$98,000,000, making the present authorized issue \$250,000,000. During the year \$1,001,000 Common Stock was issued for a like amount of Convertible Bonds retired. On June 30, 1907, there was outstanding \$102,956,500 of Common Stock and \$47,714,000 was reserved against a like amount of Convertible Bonds then outstanding.

Of the Serial Debenture Bonds, Series E, due February 1, 1907, \$1,581,000 were paid, the remainder of the bonds of that series having been purchased and cancelled during the previous year. The Company purchased and cancelled \$265,000 of Series F falling due February 1, 1908.

\$3,000 Hutchinson & Southern Ry. First Mortgage 5 Per Cent. Bonds were acquired.

The sum of \$7,226,250 was received during the year on account of subscriptions for the 4 per cent. Convertible Bonds of your Company, offered to the shareholders during the previous fiscal year.

Including \$6,858,000 of bonds of controlled lines, forming part of the system obligations, the total System Funded Debt

outstanding on June 30, 1907, as shown by Exhibit E, page 30, was \$284,171,550.

Interest charges for the year ending June 30, 1908 (including interest on the \$26,056,000 of 5 per cent. Convertible Bonds offered to the shareholders and sold in July, 1907), will be approximately \$12,569,760, or an average monthly charge of about \$1,047,480.

### CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The expenditures during the fiscal year chargeable to Capital Account for the construction and acquisition of additional railways, equipment and other properties and for improvements, amounted in the aggregate to \$24,239,718.72.

These expenditures may be summarized as follows:

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway companies:

Arizona & California Ry.....	\$378,441	74
Barnwell & Searchlight Ry.....	249,846	52
Eastern Oklahoma Ry.....	932,505	88
Eastern Ry. of New Mexico.....	2,375,541	16
Fresno County Ry.....	1,394	19
Grand Canyon Ry.....	451,985	09
Gulf, Beaumont & Kansas City Ry.....	38,072	40
Jasper & Eastern Ry. ....	617,486	04
Northwestern Pacific R. R.....	\$3,660,260	31
Less: Investment in securities of the S. F. & N. W. Ry. and Ft. B. & S. E. R. R. reported in previous years.....	2,105,785	83
Oakdale Western Ry.....	1,554,474	48
Pecos & Northern Texas Ry.....	440	47
Pecos & Northern Texas Ry.....	444,340	67
Western Oklahoma Ry.....	96,910	43
The A., T. & S. F. Ry.....	1,234,565	44
Total.....	\$8,376,004	51
Carried Forward.....	8,376,004	51



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*Brought Forward*..... \$8,376,004 51

## DEDUCTIONS.

Gulf, Beaumont & Gt. Northern Ry.	\$256 86	
Phoenix & Eastern R. R.....	2,190,176 48	
Santa Fe, Prescott & Phoenix Ry....	96,445 76	
	<hr/>	2,286,879 10
		\$6,089,125 41
Acquisition of additional right of way, depot grounds, real estate and terminals.....		840,289 64
Acquisition of equipment (in addition to equipment acquired by use of Replacement Fund).....		8,830,307 52
Improvements of equipment.....		13,223 72
Reduction of grades, changes of line and construction of permanent way.....		2,772,491 12
Second track.....		1,625,195 13
Ballasting.....		329,032 08
Buildings and shops.....		2,126,367 98
Improvements of China Basin.....		446,656 68
Improvements of Mojave Division.....		191,979 76
Other improvement work.....		1,090,299 62
Miscellaneous items.....		115,249 94
		<hr/>
		\$24,239,718 72

## DEDUCTIONS.

Fuel lands.....	\$390,597 47	
Santa Fe Pacific lands.....	200,000 00	
Improvements and other capital expenditures written off.....	9,600,000 00	
	<hr/>	\$10,190,597 47
Net increase in Capital Account during the year.....		<u>\$14,049,121 25</u>

Credits in italics.

The sum of \$200,000 in cash having been received as net proceeds of the sale of Santa Fe Pacific lands, that sum was written off the book value of railroads, franchises and other property.

By order of the Board, betterments, improvements and other capital expenditures to the amount of \$9,600,000 were written off by a charge to Income Account.

### MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$3,443,884 82	\$534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05
1907.....	9,273.15	11,779,846 64	1,270 32

For the year ending June 30, 1907, maintenance charges averaged as follows :

Per locomotive.....	\$3,036.60
Per locomotive mile.....	.1050
Per passenger car, including mail, baggage and express....	963.40
Per revenue passenger car mile .....	.0100
Per freight car.....	102.68
Per revenue freight car mile.....	.0083

These maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment chargeable to Superintendence, Shop Machinery and Tools, Stationery, and Other Expenses.

The amount to the credit of Rolling Stock Replacement Fund June 30, 1906, as shown in the last annual report was \$24,358.04, to which there should be added \$59,209.40, representing credit balance in funds of auxiliary lines not previously included in operations of the system, making a total of \$83,567.44.

There was credited to the fund during the year the sum of \$1,438,150.00, of which \$1,332,657.52 was charged to Operating Expenses and \$105,492.48 was collected in cash for equipment sold and equipment destroyed on foreign lines, making a total fund of \$1,521,717.44 available for the acquisition of new locomotives and cars. The following equipment was acquired during the year by the use of this replacement fund :

21 Locomotives.....	\$274,979 59
380 Freight Cars.....	428,878 20
84 Passenger Cars.....	639,421 94
Add cost of 30 Box Cars purchased and charged to "Equipment" in fiscal year ending June 30, 1904, now applied in reduction of the replacement fund.....	23,400 00
	<u>\$1,366,679 73</u>

The unexpended balance to the credit of the Rolling Stock Replacement Fund on June 30, 1907, was \$155,037.71.

The following charges were made to Capital Account in respect of additional equipment purchased and in respect of payments made for equipment received during the previous year :

106 Locomotives..	\$2,248,410 18
4,885 Freight Cars.....	5,920,363 01
22 Passenger Cars.....	280,702 86
16 Miscellaneous Cars.....	130,531 47
Unpaid balance on July 1, 1906, of equipment trust obligations of S. F. P. & P. Ry. Co. treated as System Line since that date.....	273,700 00
	<u>\$8,853,707 52</u>
Deduct cost of 30 Box Cars charged against the replacement fund during current year which were purchased and charged to "Equipment" during fiscal year ending June 30, 1904 .....	23,400 00
	<u>\$8,830,307 52</u>



A statement of the locomotives in service and of their tractive power will be found on page 41.

### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses, for Maintenance of Way and Structures, during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$6,282,923 15	\$975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18
1907.....	9,273.15	15,286,062 66	1,648 42

Expenses for maintenance of way were largely increased by reason of extensive relocation and reconstruction of line in order to reduce grades and curvature, necessitating the abandonment of portions of line as originally constructed. In every such case the cost of construction of the railroad or property abandoned was charged to maintenance of way, while only the additional cost of the new construction was charged to capital account.

## COMPARISON OF OPERATING RESULTS.

The following is a statement of the earnings and expenses of the System for the fiscal year ending June 30, 1907, in comparison with the previous year :

	Year Ending June 30, 1907.	Year Ending June 30, 1906.	Increase.	Decrease.
<b>EARNINGS :</b>				
Passenger.....	\$21,171,629 08	\$18,677,817 42	\$2,493,811 66	
Freight.....	65,500,309 42	56,506,587 03	8,993,722 39	
Mail and Express.....	5,320,391 26	4,409,835 96	910,555 30	
Miscellaneous.....	1,691,077 15	1,206,769 61	484,307 54	
Total Earnings.....	\$93,683,406 91	\$80,801,010 02	\$12,882,396 89	
<b>OPERATING EXPENSES :</b>				
Maintenance of Way and Structures.....	\$15,286,062 66	\$12,949,812 26	\$2,336,250 40	
Maintenance of Equipment...	11,779,846 64	10,932,032 89	847,813 75	
Conducting Transportation...	29,538,964 18	24,089,628 45	5,449,335 73	
General Expenses.....	2,263,027 76	2,037,011 81	226,015 95	
Total Operating Expenses..	\$58,867,901 24	\$50,008,485 41	\$8,859,415 83	
Net Earnings from Operation.....	\$34,815,505 67	\$30,792,524 61	\$4,022,981 06	
Percentage of Operating Expenses to Earnings.....	62.84	61.89	0.95	

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report, but are revised to cover lines in the System as now constituted.

No portion of the earnings was derived from the transportation of Company material.

The average tons of revenue freight per loaded car mile increased from 14.63 to 15.47 or 5.74 per cent.

The average tons of revenue freight carried per freight-train mile increased from 301.79 to 320.31 or 6.14 per cent.

The average freight revenue per freight-train mile increased from \$2.89 to \$3.07 or 6.23 per cent.

The average passenger revenue per passenger-train mile increased from \$1.16 to \$1.24 or 6.90 per cent.

The average total revenue per passenger-train mile increased from \$1.43 to \$1.55 or 8.39 per cent.

Tons of revenue freight carried one mile increased 933,440,594 or 15.80 per cent., while freight-car mileage

increased 48,112,056 miles, or 8.54 per cent., and freight-train mileage increased 1,782,004 miles, or 9.10 per cent.

The number of passengers carried one mile increased 104,272,781 or 12.05 per cent. The passenger-car mileage increased 6,548,261 miles, or 6.39 per cent., and the passenger-train mileage increased 987,234 miles, or 6.12 per cent.

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report, but are revised to cover lines in the System as now constituted.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896.

Fiscal Year Ending June 30.	Average Miles Operated.	Earnings, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Fixed Interest Charges.	Adjustment Bond Interest.	Surplus.
1897 } 18 mos. }	6,443.81	\$44,541,689.81	\$36,038,455.30	\$6,900,007.91	\$1,540,380.00	\$62,846.60
1898.....	6,936.02	39,396,126.41	30,524,179.15	4,992,148.30	2,053,840.00	1,825,958.96
1899.....	7,032.62	40,762,933.47	29,353,618.11	5,188,132.00	2,053,840.00	4,167,343.36
1900.....	7,341.34	46,498,899.04	29,434,048.13	5,291,326.50	2,053,840.00	9,719,684.41
1901.....	7,807.31	54,807,379.78	34,510,665.40	5,776,970.83	2,053,840.00	12,465,993.55
1902.....	7,855.38	60,275,944.33	36,272,432.45	6,385,145.00	2,053,840.00	15,564,526.88
1903.....	7,965.13	63,668,390.99	40,635,576.48	7,080,645.24	2,053,840.00	13,898,329.27
1904.....	8,179.59	69,419,975.41	44,641,434.10	7,364,930.00	2,053,840.00	15,359,771.31
1905.....	8,305.40	69,189,739.65	47,835,883.50	7,557,670.09	2,053,840.00	11,742,346.06
1906.....	8,433.99	79,390,749.05	51,035,355.71	8,568,344.22	2,053,840.00	17,733,209.12
1907.....	9,273.15	94,436,574.68	61,779,916.16	9,434,094.70	2,053,840.00	21,168,723.82

The following statement shows the gross earnings of the System Lines (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896 :

Year Ending June 30.	Gross Earnings from Operations.	Average per Mile of Road.
1897.....	\$30,621,230 10	\$4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900.....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902.....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904.....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55
1907.....	93,683,406 91	10,102 65



The following statement shows the development of the freight and passenger earnings of the System since July 1, 1896:

Year Ending June 30.	Freight Earnings.	Passenger Earnings.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56
1907.....	65,500,309 42	21,171,629 08

### TREASURY.

The Company held in its treasury on June 30, 1907, \$8,215,154.01 cash, and had available over \$7,765,000 of General Mortgage Bonds, including bonds not yet certified by the Trustee. The Company also has in the treasury unpledged a large amount of stocks and bonds of other companies of which part are carried in the balance sheet as Investments and part are included under "Railroads, Franchises and Other Property."

As set forth in the last Annual Report and in the circular dated December 5, 1906, sent to the shareholders with the notice of a special meeting to increase the Company's Common Stock, it became necessary to raise additional capital in order to complete various extensions and to furnish the Company with the equipment and other facilities necessary for the transaction of its rapidly increasing business. Accordingly your Directors, by a circular dated May 1, 1907, offered to the shareholders \$26,056,000 of the Company's Ten-Year Five Per Cent. Convertible Gold Bonds. Subscriptions for \$9,943,000 of these bonds were received from the shareholders in July,

1907, and the remaining \$16,113,000 of the bonds were sold ; but as these transactions took place since the close of the fiscal year they do not appear in the accounts herewith submitted.

No notes or bills payable of this Company or of any of its auxiliaries are outstanding.

### FUEL RESERVE FUND.

The fund has been increased by dividends received from sundry fuel companies :

Amount to credit of fund June 30, 1906.....	\$384,622 36
Added during the year.....	194,323 42
In Fund June 30, 1907.....	<u>\$578,945 78</u>

There is also in the treasury of the C. & P. C. & M. Co. the sum of \$566,356.95, being surplus earnings of that Company, so that the total amount available for replacement of fuel properties in which your Company is interested is \$1,145,302.73.

### ARIZONA & CALIFORNIA RAILWAY.

This line has now been extended to Parker, Arizona, a point on the Colorado River, approximately 107 miles from Wickenburg, Arizona.

### BARNWELL & SEARCHLIGHT RAILWAY.

This road, extending from Barnwell, California, to Searchlight, Nevada, 23 miles, has been completed and was opened for traffic April 1, 1907.

### DENVER, KANSAS & GULF RAILWAY.

This line from Kiowa, via Medicine Lodge, to Belvidere, Kansas, a distance of 49.41 miles, completed during the year, was purchased by and conveyed to The Denver, Enid and Gulf Railroad Company April 3, 1907.

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DENVER, ENID & GULF RAILROAD.

This line has been operated as part of the System during the last fiscal year. The property of this Company, including that of the Denver, Kansas & Gulf Railway, was deeded to The Eastern Oklahoma Railway Company May 22, 1907, and with the other property of the latter Company was conveyed to The Atchison, Topeka & Santa Fe Railway Company June 20, 1907.

## SULPHUR BRANCH.

This branch, 9.28 miles in length, between Davis and Sulphur, Indian Territory, was completed and opened for traffic August 26, 1906.

## JASPER &amp; EASTERN RAILWAY.

This road has been opened for traffic from Kirbyville, Texas, to Cravens, Louisiana, a distance of approximately 57 miles. Grading has been completed to Oakdale, Louisiana, and track laying is now in progress.

HOLLY AND SWINK RAILWAY AND ARKANSAS  
VALLEY RAILROAD.

There were purchased by and conveyed to this Company during the year the constructed portions of the line of the Holly and Swink Railway Company and of the line of the Arkansas Valley Railroad Company in the beet sugar district of the Arkansas Valley in the State of Colorado; and your Company is now completing those lines, the mileage constructed at the close of the fiscal year aggregating about sixty-eight miles.

## PECOS &amp; NORTHERN TEXAS RAILWAY.

The construction of the Canyon City—Plainview Branch, 57.30 miles in length, was completed and the line opened for traffic February 18, 1907.



## THE EASTERN RAILWAY COMPANY OF NEW MEXICO.

The line of The Eastern Railway Company of New Mexico, extending from Texico to Belen, New Mexico, 250 miles, has been practically completed and construction of the cut-off from Belen to Rio Puerco, New Mexico, a distance of 19 miles, is nearing completion.

On March 19, 1907, the railway and other assets of The Pecos Valley and Northeastern Railway Company, including ninety-nine per cent. of the capital stock of The Pecos & Northern Texas Railway Company and more than ninety-nine per cent. of the capital stock of the Pecos River Railroad Company were vested in The Eastern Railway Company of New Mexico.

Hereafter the operations of all of the lines above referred to will be included in the published System accounts.

Heavy work is in progress to reduce grades and curvature of the line between Texico, New Mexico, and Wellington, Kansas, and it is hoped that it will be practicable prior to June 30, 1908, to transfer the entire transcontinental freight business of your company to the new low grade line thus created, *via* Wellington, Texico, Belen and Rio Puerco.

## PHOENIX AND EASTERN RAILROAD.

The stock and bonds of the Phoenix & Eastern Railroad Company were sold for cash to the Southern Pacific Company at cost and interest.

## NORTHWESTERN PACIFIC RAILROAD COMPANY.

Pursuant to an arrangement with the Southern Pacific Company, your company caused to be vested in the Northwestern Pacific Railroad Company the railways of the San Francisco & Northwestern Railway Company and of the Fort Bragg & Southeastern Railroad Company, aggregating about 77.47 miles, and the Southern Pacific Company caused to

be vested in the Northwestern Pacific Railroad Company the railways of the California Northwestern Railway, the North Shore Railroad, the San Francisco & North Pacific Railway and of the Eureka & Klamath River Railroad, aggregating about 326.70 miles. One-half of the capital stock of the Northwestern Pacific Railroad Company was vested in your company and the other half in the Southern Pacific Company. The object of this transaction was to ensure the construction of the link connecting the California & Northwestern Railway with the line of the San Francisco & Northwestern Railway and to give to the Atchison Company and the Southern Pacific Company each a half-interest in all the lines above referred to. Your Company, as well as the Southern Pacific Company, will thus obtain access to the whole territory served by all these lines.

#### CHANGES IN CLASSIFICATION OF ACCOUNTS.

In pursuance of an amendment of the Interstate Commerce Acts, the Interstate Commerce Commission has prescribed new classifications of accounts to be observed after June 30, 1907, by all Railway Companies engaged in Interstate Commerce. The new classifications differ somewhat from those heretofore used by your Company and to some extent will interfere with comparisons of the results of operations after June 30, 1907, with those of prior fiscal years.

It is obvious that the adoption of a uniform system of accounting by the various railway companies would be of great advantage to all who are interested in railway properties. While the new classifications prescribed by the Commission will not wholly secure the desired result, and while some of the rules prescribed by the Commission may be subject to criticism, yet it is believed that the action of the Commission will, in the main, prove beneficial.

### THE INCREASE OF BUSINESS.

The year was one of extraordinary business prosperity. The rapid colonization of the Southwest, the bountiful crops, the discovery and development of mineral deposits and the growth of miscellaneous business, due to the general increase of wealth, all contributed to the increase of traffic on your lines. At times the increase in the volume of traffic was so large that the Company's equipment and other facilities were overtaxed and it became impossible to move traffic promptly and satisfactorily. The congestion of traffic upon some of your lines and the necessity of moving traffic as speedily as practicable without regard to economy of operation, caused a material increase in operating expenses. On the other hand climatic conditions were unusually favorable.

Your Company has begun the new fiscal year with its properties in excellent physical condition and with largely increased equipment.

### RATE REDUCTIONS.

In order to enable the Railway Companies of the United States to furnish the additional transportation facilities required by the rapid growth of the country in population and business activity, it will be necessary to expend many hundred millions of dollars of additional capital. The power of the Railway Companies to obtain this additional capital has been greatly impaired by loss of confidence of investors in the stability and security of railroad investments; and this loss of confidence has been caused, in great measure, by the unfriendly attitude of a large part of the public towards the Railway Companies, and by the arbitrary action of Legislatures and Railway Commissions in reducing rates and imposing burdensome restrictions, often without investigation or consideration of the consequences. The public, apparently, has failed to appreciate



that capital invested in railways yields very moderate returns, having regard to the prevailing rates of interest and to the profits upon capital employed in other kinds of business; and the public, also, has failed to perceive that the whole country is interested in maintaining the prosperity and financial credit of the Railway Companies.

Few companies in the United States have been more prosperous than your Company. Yet even during the year ending June 30, 1907, which was the most prosperous year in its history, net earnings averaged but 6.5 per cent. on the entire capitalization, which is believed to be not in excess of the cost of reproducing your Company's properties at the present time. Interest and dividend payments for the year averaged less than 4.6 per cent. on your Company's bonds and stocks. For the last ten years the average net earnings were but 4.82 per cent. on the entire capitalization and the average interest and dividend payments were but 3.71 per cent. on the bonds and stocks. Even these results could be obtained only through the expenditure of enormous sums for the construction of extensions and for improvements and additional equipment. During the last ten years the sums so expended by your Company for improvements and additional equipment and for new construction, without counting further large sums expended in purchasing previously constructed branches and extensions, amounted to more than \$110,000,000, while the aggregate sums paid to the holders of the Preferred and Common stock amounted to less than \$75,000,000.

It is hoped and believed that the public will soon realize that its recent attitude towards Railway Companies in general has not been just to their stockholders and bondholders, and also that unless the confidence of investors in the security and stability of railway investments is restored, it will be impossible to obtain the additional railway facilities which are necessary

to the development of the country. Under existing conditions, however, your Directors have deemed it prudent to suspend various extension projects which were contemplated, and to limit the Company's capital expenditures to the completion of improvements to which the Company is already committed.

Acknowledgment of the faithful service of officers and employees is hereby made.

EDWARD P. RIPLEY,  
*President.*

STATEMENTS.





THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—SYSTEM.

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Railway Company of New Mexico, The Pecos & Northern Texas Railway Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix Railway Company and The Southern Kansas Railway Company of Texas.

INCOME ACCOUNT FOR THE FISCAL YEAR ENDING JUNE 30, 1907.		CR.
<b>Operating Expenses:</b>	Earnings:	
Maintenance of Way and Structures.... \$15,286,063 66	Passenger..... \$21,171,629 08	
Maintenance of Equipment..... 11,779,846 64	Freight..... 65,500,309 42	
Conducting Transportation..... 29,538,964 18	Mail, Express and Miscellaneous..... 7,011,468 41	
General Expenses..... 2,263,027 76		\$93,683,406 91
Taxes..... \$58,857,901 24		
Rental of Tracks and Terminals..... 2,502,650 49		
Balance carried down ( <i>net income from operation</i> )..... 159,163 28		
		\$93,683,406 91
<b>Interest on Bonds..... \$11,487,934 70</b>	<i>Balance brought down (net income from operation).....</i>	<b>\$32,153,691 90</b>
Advances to Subsidiary Companies..... 167,632 40	Interest and Discount..... 403,539 58	
Miscellaneous Income Charges..... 82,568 75	Income from Investments..... 349,628 19	
Dividend No. 17 on Capital Stock, Preferred..... 2,854,345 00		
" " " " " "..... 2,854,345 00		
" " " " " "..... 2,566,337 50		
" " " " " "..... 3,088,695 00		
" " " " " "..... 191,225 50		
Appropriation for Fuel Reserve Fund..... 9,600,000 00		
Improvements and other Capital Expenditures written off..... 13,775 82		
Balance, being Surplus for 12 months ending June 30, 1907, carried to Profit and Loss Account..... \$32,906,859 67		
		\$32,906,859 67
<b>DR.</b>	<b>PROFIT AND LOSS ACCOUNT TO JUNE 30, 1907.</b>	<b>CR.</b>
Adjustments on Revaluation and sale of Miscellaneous Investments..... \$398,981 92	<i>Balance brought forward from June 30, 1906.....</i>	<b>\$19,985,482 99</b>
Balance ( <i>Surplus</i> ) carried to General Balance Sheet..... 20,066,871 36	Surplus for 12 months ending June 30, 1907..... 13,775 82	
	Sundry Adjustments applicable to prior years..... 456,597 47	
		\$30,455,856 28

## THE ATCHISON, TOPEKA &amp; SANTA

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El  
 Railway Company of New Mexico, The Pecos & Northern Texas Railway  
 Railway Company and The Southern

## GENERAL BALANCE

Balances June 30, 1906.	ASSETS.		Balances June 30, 1907.
\$454,220,616 08	RAILROADS, FRANCHISES AND OTHER PROP- ERTY, including Stocks, Bonds, etc. (EX- hibit A).....		\$490,638,929 58
11,926,382 26	EXPENDITURES FOR IMPROVEMENTS, CONSTRU- TION, EQUIPMENT AND OTHER CAPITAL PURPOSES DURING CURRENT FISCAL YEAR (Exhibit B).....		15,320,147 49
\$466,146,998 34	Total.....		\$505,959,077 07
25,206,815 86	INVESTMENTS, NEW ACQUISITIONS (Exhibit C)..		6,349,770 98
\$491,353,814 20			\$512,308,848 05
\$2,287,184 20	BALANCE FROM CAPITAL ACCOUNT.....		\$11,007,068 05
5,647,318 15	OTHER INVESTMENTS....		6,695,281 43
7,368,296 35	MATERIAL AND SUPPLIES.....		10,681,682 89
88,855 25	PREPAID INSURANCE PREMIUM.....		102,105 94
884,622 86	GUARANTY TRUST CO. OF NEW YORK: Cash Deposit for Fuel Reserve Fund.....		578,945 78
	ACCOUNTS RECEIVABLE:		
\$1,199,994 89	Traffic Balances.....	\$1,532,914 40	
551,827 59	Agents and Conductors.....	856,168 40	
524,159 09	U. S. Government.....	662,484 58	
3,543,827 78	Miscellaneous.....	4,033,059 32	
5,819,809 35			7,085,626 70
17,321,750 08	CASH ON HAND AND IN BANK.....		8,215,421 35
\$38,917,835 74			\$44,366,132 14

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's system satisfactory certificates from the Trustees as to the securities pledged under the different mortgages, New York, September 4, 1907.



## FE RAILWAY COMPANY—SYSTEM.

Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix Kansas Railway Company of Texas.

SHEET JUNE 30, 1907.

Balances June 30, 1906.	LIABILITIES.		Balances June 30, 1907.
\$216,129,230 00	CAPITAL STOCK:		
	Outstanding (Exhibit D).....		\$217,130,230 00
272,937,400 00	FUNDED DEBT:		
	Bonds outstanding (Exhibit E).....		284,171,550 00
2,237,184 20	Balance carried down.....		11,007,068 05
<u>\$491,353,814 20</u>			<u>\$512,308,848 05</u>
\$145,898 69	BRIDGE RENEWAL FUND .....		\$234,442 33
	FUEL RESERVE FUND:		
\$282,126 96	The Atchison, Topeka & Santa Fe Ry. Co..	\$473,352 46	
102,495 40	Cherokee & Pittsburg C. & M. Co.....	105,593 32	
384,622 36			578,945 78
994,746 47	RAIL RENEWAL FUND.....		873,426 73
24,358 04	ROLLING STOCK REPLACEMENT FUND.....		155,037 71
408,317 53	TIE RENEWAL FUND.....		732,613 89
	DIVIDENDS ON PREFERRED AND COMMON STOCK:		
\$2,854,345 00	No. 18 on Preferred Stock, payable August		
17,222 25	1, 1907.....	\$2,854,345 00	
2,871,567 25	Unclaimed Dividends.....	22,942 75	2,877,267 75
850,084 34	ACCRUED TAXES NOT YET DUE.....		1,117,044 04
	INTEREST ON FUNDED DEBT:		
\$3,596,015 00	Accrued, not due .....	\$3,693,821 25	
307,443 47	Coupons not presented.....	319,738 34	
3,903,458 47			4,013,559 59
	ACCOUNTS PAYABLE:		
\$2,662,833 21	Pay Rolls.....	\$3,339,051 15	
3,226,228 05	Audited Vouchers....	6,921,285 76	
1,171,852 87	Traffic Balances.....	1,512,345 52	
2,178,395 47	Miscellaneous.....	1,894,217 53	
9,299,299 60			12,666,899 96
50,000 00	PRIOR ACCOUNTS IN LIQUIDATION.....		50,000 00
19,985,482 99	PROFIT AND LOSS: Surplus.....		20,066,874 36
<u>\$38,917,835 74</u>			<u>\$44,366,132 14</u>

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE & CO., Auditors.

## GENERAL BALANCE SHEET—EXHIBIT A.

## RAILROADS, FRANCHISES AND OTHER PROPERTY.

Amount June 30, 1906, as published in Annual Report.....	\$454,254,356 08
Expenditures for Construction and Equipment during Fiscal Year ending June 30, 1906.....	11,926,382 26
	<u>\$466,180,738 34</u>

## Transferred from Exhibit C:

Arizona & California Ry.....	\$1,114,065 56
Barnwell & Searchlight Ry.....	19,097 97
Bradshaw Mountain R. R.....	1,030,908 23
Beaumont Wharf and Terminal Company.....	124,962 26
*The Eastern Oklahoma Ry.....	2,005,838 93
†The Eastern Ry. of New Mexico.....	9,095,180 46
Fresno County Ry.....	76,666 92
Jasper & Eastern Ry.....	771,120 50
The Leavenworth & Topeka Ry.....	39,882 12
The Pecos & Northern Texas Ry.....	90,940 32
Santa Fe, Prescott & Phoenix Ry.....	2,763,983 71
The Texas and Gulf Ry.....	1,000,000 00
	<u>\$18,132,636 98</u>

Less net current assets of the Eastern Railway  
Co. of New Mexico and Santa Fe, Prescott and  
Phoenix Railway, transferred to other accounts

512,878 34

17,619,758 64

\$483,800,496 98

## ADDITIONS.

The par amount of outstanding bonds of controlled  
System Lines included as of July 1, 1906, among the  
System obligations, viz.:

Santa Fe, Prescott & Phoenix Ry.....	\$4,940,000 00
Miscellaneous Bonds.....	1,932,172 60
	<u>6,872,172 60</u>
	<u>\$490,672,669 58</u>

## DEDUCTIONS.

Sundry Adjustments.....	33,740 00
	<u>\$490,638,929 58</u>

\* Previously reported as investment in The D. E. & G. R. R.

† Includes \$3,694,885.15 previously reported as investment in The P. V. & N. E. Ry.

GENERAL BALANCE SHEET—EXHIBIT B.  
EXPENDITURES FOR IMPROVEMENTS, CONSTRUCTION, EQUIPMENT AND OTHER CAPITAL PURPOSES,  
DURING FISCAL YEAR ENDING JUNE 30, 1907.

	Improvements.	Construction.	Equipment.	*Other Expenditures.	Total.
The Atchison, Topeka & Santa Fe Ry.....	\$5,553,040 87	\$1,224,565 44	\$188,480 51	\$35,333 24	\$6,940,753 58
The Atchison, Topeka & Santa Fe Ry. (Coast Lines).....	2,362,688 69	.....	996 79	.....	2,361,691 99
Arizona & California Ry.....	.....	378,441 74	48,800 29	.....	427,242 03
Barnwell & Seachlight Ry.....	.....	249,846 52	.....	.....	249,846 52
Bradshaw Mountain R. R.....	515 44	.....	.....	.....	515 44
Cane Belt R. R.....	9,416 94	.....	411 98	.....	9,828 92
The Denver, Elida & Gulf R. R.....	32,025 45	.....	1,585 85	.....	33,611 30
The Eastern Oklahoma Ry.....	.....	164,066 24	.....	768,499 64	932,565 88
The Eastern Ry. of New Mexico.....	.....	2,791,973 74	9,790 91	.....	2,801,764 65
El Paso Union Passenger Depot Co.....	.....	.....	.....	10,000 00	10,000 00
Fresno County Ry.....	.....	1,394 19	.....	.....	1,394 19
Gulf, Beaumont & Great Northern Ry.....	14,962 12	.....	.....	256 36	14,705 26
Gulf, Beaumont & Kansas City Ry.....	8,409 86	.....	.....	38,072 40	46,482 26
Gulf, Colorado & Santa Fe Ry.....	627,391 40	.....	2,371 92	.....	624,559 48
The Hutchinson & Southern Ry.....	.....	.....	.....	150 00	150 00
Jasper & Eastern Ry.....	.....	617,486 04	.....	.....	617,486 04
Oakdale Western Ry.....	.....	440 47	.....	.....	440 47
Oakland & Eastside R. R.....	.....	111,011 12	.....	.....	111,011 12
Pecos Lines.....	261,285 10	444,340 67	16,471 33	.....	722,097 10
Prescott & Eastern R. R.....	4,443 76	.....	.....	.....	4,443 76
The San Francisco & San Joaquin Valley Ry.....	.....	.....	.....	360 00	360 00
San Francisco Terminal Property.....	.....	.....	.....	650 00	650 00
Santa Fe Pacific R. R.....	.....	.....	.....	3,722 00	3,722 00
Santa Fe, Prescott & Phoenix Ry.....	184,550 35	.....	43,495 88	.....	228,046 23
Santa Fe Land Improvement Co.....	.....	.....	8,558,323 11	.....	8,558,323 11
The Southern Kansas Ry. of Texas.....	324,429 72	.....	.....	.....	324,429 72
The Union Passenger Depot Co. of Galveston.....	.....	.....	.....	18,476 01	18,476 01
The Western Oklahoma Ry.....	.....	96,910 43	.....	.....	96,910 43
	\$9,383,159 70	\$6,090,416 60	\$8,843,531 24	\$803,039 95	\$25,130,147 49
				\$200,000 00	9,800,000 00
				9,600,000 00	\$15,320,147 49

## DEDUCTIONS.

Land Sales during Fiscal Year.....  
Improvements and other capital expenditures charged to Income.....

Credits in Italics.

\* Includes cost of purchase of Denver, Kansas and Gulf Railway, \$768,499.64.



GENERAL BALANCE SHEET—EXHIBIT C.  
INVESTMENTS—NEW ACQUISITIONS.

Expenditures to June 30, 1906, as shown in Annual Report.....		\$25,206,815 86
Transferred to "Railroads, Franchises and Other Property," and other accounts, see Exhibit A:		
Arizona & California Ry.....	\$1,114,065 56	
Barnwell & Searchlight Ry.....	19,097 97	
Bradshaw Mountain R. R.....	1,030,908 23	
Beaumont Wharf and Terminal Co.....	124,962 26	
The Denver, Enid and Gulf R. R.....	2,005,828 93	
The Eastern Ry. of New Mexico.....	5,400,295 31	
Fresno County Ry.....	76,666 92	
Jasper & Eastern Ry.....	771,120 50	
The Leavenworth & Topeka Ry.....	39,882 12	
The Pecos & Northern Texas Ry.....	90,940 32	
The Pecos Valley & Northeastern Ry.....	3,694,885 15	
Santa Fe, Prescott & Phoenix Ry.....	2,763,983 71	
The Texas and Gulf Ry.....	1,000,000 00	
		18,132,686 98
Expenditures during the Fiscal Year ending June 30, 1907:		\$7,074,178 88
The Grand Canyon Ry.....	\$451,985 09	
C. C. Midway Oil Co.....	66,000 00	
Northwestern Pacific R. R.....	\$3,660,260 31	
Less: Investment in securities of the S. F. & N. W. Ry., and Fort Bragg and Southeastern R. R., reported in previous years, included in above..	2,105,785 83	
	1,554,474 48	2,072,459 57
		\$9,146,688 45
DEDUCTIONS.		
Phoenix & Eastern R. R.....	\$2,190,176 48	
Chicago Union Transfer Ry.....	99,684 82	
Santa Fe Land Improvement Co.:		
Fuel Lands.....	456,597 47	
Texas Tie & Lumber Preserving Co.....	50,408 70	
		2,796,867 47
		\$6,349,770 98

GENERAL BALANCE SHEET—EXHIBIT D.

CAPITAL STOCK JUNE 30, 1907.

	Issued.*	In Treasury.	Outstanding.
Common.....	\$103,001,000	\$44,500	\$102,956,500
Preferred.....	114,199,530	25,800	114,173,730
	\$217,200,530	\$70,300	\$217,130,230

GENERAL BALANCE SHEET—EXHIBIT E.

FUNDED DEBT JUNE 30, 1907.

CLASS OF BONDS.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage—				
Due October 1, 1995.....	4%	\$148,799,500	\$2,165,000	\$146,634,500
Adjustment Mortgage—				
Due July 1, 1995.....	4%	51,728,000	382,000	51,346,000
Convertible Bonds—				
Due June 1, 1955.....	4%	48,710,000	996,000	47,714,000
Serial Debentures—				
\$2,500,000, due February 1 of each year.....	4%	17,235,000		17,235,000
The Eastern Oklahoma Division—Due March 1, 1928.	4%	9,603,000	3,475,000	6,128,000
The San Francisco & San Joaquin Valley Ry.—				
Due October 1, 1940.....	5%	6,000,000		6,000,000
The Chicago & St. Louis Ry.—				
Due March 1, 1915.....	6%	1,500,000		1,500,000
Santa Fe, Prescott & Phoenix Ry.—				
Due September 1, 1942...	5%	4,940,000		4,940,000
Miscellaneous Divisional Bonds.....		2,674,850	800	2,674,050
		\$291,190,350	\$7,018,800	\$284,171,550

\* Not including \$17,286,470 Preferred stock placed in special trust for certain purposes by the Reorganization Committee and not used.

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FOR YEARS ENDING  
JUNE 30, 1907 AND 1906.

	1907.	1906.
<b>EARNINGS.</b>		
PASSENGER.....	\$21,171,629 08	\$18,677,817 42
FREIGHT.....	65,500,309 42	56,506,587 03
MAIL, EXPRESS AND MISCELLANEOUS.....	7,011,468 41	5,616,605 57
GROSS EARNINGS.....	\$93,683,406 91	\$80,801,010 02
<b>EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Roadway—Superintendence.....	\$412,675 60	\$375,119 22
General Repairs.....	5,363,813 37	4,320,668 60
Watchmen and Walkers.....	181,184 68	177,321 85
Ballasting.....	445,950 24	397,926 59
Snow, Ice, Weeds, etc.....	319,301 75	287,867 34
Frogs, Switches, Signals, etc.....	398,942 35	315,795 18
Rail Fastenings.....	1,025,977 42	486,380 19
Renewal of Rails.....	817,472 69	1,388,919 02
Renewal of Ties.....	2,393,973 62	1,755,438 12
Bridges—Superintendence.....	154,959 99	143,809 61
General Repairs and Renewals.....	1,566,213 93	1,266,588 90
Watchmen and Tenders.....	21,303 01	17,722 04
Fences, Road Crossings, etc.—Repairs and Renewals....	233,064 24	168,676 71
Buildings—Superintendence.....	93,393 87	79,083 44
Station, Office and Miscellaneous.....	841,946 84	755,837 83
Engine Houses, Shops, etc.....	397,264 17	394,650 19
Fuel and Water Stations.....	408,336 39	411,167 10
Docks and Wharves—Repairs and Renewals.....	39,480 83	11,038 74
Telegraph—Repairs and Renewals.....	161,154 42	189,065 65
Stationery and Printing.....	8,090 05	6,598 45
Other Expenses.....	1,563 20	137 49
Total.....	\$15,286,062 66	\$12,949,812 26
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence.....	\$599,290 60	\$458,068 84
Locomotives—Repairs and Renewals.....	4,697,673 53	4,500,786 26
Passenger Cars—Repairs and Renewals.....	897,485 24	752,007 59
Dining Cars—Repairs and Renewals.....	44,001 73	40,041 49
Freight Cars—Repairs and Renewals.....	4,415,645 19	4,030,174 46
Work Cars—Repairs and Renewals.....	136,750 84	141,163 29
Marine Equipment—Repairs and Renewals.....	23,572 69	25,114 62
Shop Machinery and Tools—Repairs and Renewals.....	315,844 36	376,105 64
Stationery and Printing.....	37,837 64	26,341 55
Other Expenses.....	611,744 82	582,229 15
Total.....	\$11,779,846 64	\$10,932,032 89

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS FOR YEARS ENDING  
JUNE 30, 1907 AND 1906.—Continued.

	1907.	1906.
<b>CONDUCTING TRANSPORTATION:</b>		
Superintendence—Transportation.....	\$545,667 12	\$458,931 34
Traffic.....	362,508 69	334,019 60
Engine and Roundhouse Men—Engineers and Firemen..	4,200,719 08	3,583,859 54
Hostlers, Wipers, etc....	895,617 66	888,409 58
Fuel for Locomotives.....	6,123,504 38	5,084,448 04
Water Supply for Locomotives.....	596,513 74	438,612 71
Oil, Tallow and Waste for Locomotives.....	244,044 34	188,059 99
Other Supplies for Locomotives.....	149,063 80	169,239 43
Train Service.....	3,605,136 10	3,046,534 41
Train Supplies and Expenses—Supplies and Expenses...	385,762 34	264,864 30
Cleaning and Lubricating		
Cars.....	357,791 01	348,315 12
Fuel and Light for Cars..	203,664 08	168,667 63
Dining Car Expenses.....	101,806 46	77,411 58
Switchmen, Flagmen and Watchmen.....	1,561,136 71	1,239,544 97
Telegraph Expenses.....	1,248,904 16	1,071,245 30
Station Service—Station Agents, Clerks, etc.....	1,593,698 55	1,392,408 69
Station Baggage Masters, etc.....	98,537 72	82,244 33
Station Labor.....	1,442,277 03	1,023,715 51
Stock Yards Labor.....	69,076 72	73,857 27
Station Supplies—Supplies and Expenses.....	205,360 46	165,775 92
Stock Yard Supplies.....	2,942 87	7,306 86
Switching Charges.....	45,859 04	27,663 83
Car Mileage.....	1,492,758 28	556,152 15
Hire of Equipment.....	45,942 67	26,921 70
Loss and Damage—Live Stock.....	143,475 73	119,021 73
Baggage.....	6,435 89	7,748 54
Freight.....	823,502 34	702,868 63
Property.....	116,496 02	100,734 47
Injuries to Persons.....	646,943 85	642,719 99
Clearing Wrecks.....	194,300 09	160,423 63
Operating Marine Equipment.....	96,256 66	86,265 78
Advertising.....	348,136 66	247,820 09
Outside Agencies.....	824,029 37	767,538 50
Commissions.....	18,796 10	21,558 64
Rents of Buildings and Other Property.....	89,659 89	83,903 82
Stationery and Printing.....	300,733 51	247,555 75
Other Expenses.....	352,005 11	193,259 08
Total.....	\$29,538,964 18	\$24,089,628 45
<b>GENERAL EXPENSES:</b>		
General Officers—Salaries.....	\$432,577 10	\$408,648 49
Clerks and Attendants—Salaries.....	825,041 82	744,135 80
General Office Expenses and Supplies.....	82,194 67	77,109 48
Insurance.....	286,133 59	255,065 56
Law Expenses.....	252,255 64	240,251 92
Stationery and Printing.....	117,287 05	100,349 86
Other Expenses—Advertising, etc.....	267,537 89	211,422 25
Real Estate—Expenses and Repairs.....		28 45
Total.....	\$2,263,027 76	\$2,037,011 81
TOTAL OPERATING EXPENSES.....	\$58,867,901 24	\$50,008,485 41
NET EARNINGS.....	\$34,815,505 67	\$30,792,524 61

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.



EXPENDITURES FOR IMPROVEMENTS, CONSTRUCTION AND EQUIPMENT DURING THE  
YEARS ENDING JUNE 30, 1907 AND 1906.

Improvements.—(On Existing Mileage).

ACCOUNTS.	1907.	1906.
Engineering.....	\$84,701 22	\$29,981 79
Right of Way and Station Grounds.....	808,282 09	511,645 04
Real Estate.....	26,534 00	<i>7,627 50</i>
Grading †.....	1,738,144 84	1,719,224 23
Tunnels.....	75,575 92	.....
Bridges, Trestles and Culverts.....	1,539,141 75	1,544,266 56
Ties.....	382,787 65	244,374 33
Rails.....	431,726 25	368,339 15
Track Fastenings.....	121,324 46	48,768 06
Frogs and Switches.....	46,929 00	32,457 91
Ballast.....	390,546 99	600,627 21
Track Laying and Surfacing.....	589,164 82	497,165 31
Fencing Right of Way.....	58,298 09	32,018 23
Crossings, Cattle Guards and Signs.....	96,572 77	56,639 41
Interlocking or Signal Apparatus.....	218,751 05	160,534 86
Telegraph Lines.....	83,489 75	15,941 36
Station Buildings and Fixtures.....	827,339 29	262,934 43
Shops, Roundhouses and Turntables.....	517,460 78	190,780 93
Shop Machinery and Tools.....	73,981 21	190,198 56
Water Stations.....	347,978 58	197,126 90
Fuel Stations.....	49,834 16	4,601 11
Grain Elevators.....	261,559 78	393,752 34
Docks and Wharves.....	128,799 16	49,375 49
Electric Light Plants.....	31,156 50	22,865 38
Electric Motive Power Plants.....	.....	<i>5,955 57</i>
Miscellaneous Structures.....	454,241 84	247,598 45
General Expenses.....	<i>1,162 25</i>	.....
Total Improvements.....	\$9,383,159 70	\$7,407,633 97

## Construction—(Extensions.)

Engineering.....	\$190,994 92	\$22 25
Right of Way and Station Grounds.....	170,964 90	1,042 16
Grading.....	1,519,042 46	396 62
Tunnels.....	4,341 57	.....
Bridges, Trestles and Culverts.....	892,961 43	5,493 56
Ties.....	779,513 01	11,000 05
Rails.....	1,093,904 46	76 03
Track Fastenings.....	148,271 51	3,757 81
Frogs and Switches.....	38,745 56	<i>3,253 84</i>
Ballast.....	145,650 12	<i>31 34</i>
Track Laying and Surfacing.....	452,161 76	3,266 72
Fencing Right of Way.....	70,830 55	2,496 97
Crossings, Cattle Guards and Signs.....	23,691 39	67 55
Interlocking or Signal Apparatus.....	8,503 92	.....
Telegraph Lines.....	27,393 28	7 74
Station Buildings and Fixtures.....	125,963 15	<i>19 75</i>
Shops, Roundhouses and Turntables.....	119,215 20	.....
Shop Machinery and Tools.....	32,772 48	.....
Water Stations.....	158,868 95	.....
Fuel Stations.....	2,241 33	.....
Miscellaneous Structures.....	82,403 57	.....
Legal Expenses.....	5,433 89	.....
Interest and Discount.....	7,853 21	.....
General Expenses.....	<i>11,306 02</i>	<i>2 50</i>
Total Construction—(Extensions).....	\$6,090,416 60	\$24,270 03

Credits in italics.

†NOTE.—The charge for "grading" includes expenditures for construction of second tracks and for reconstruction and relocation of roadway in order to reduce grades or curvature of line less the original cost of any portion of roadway abandoned.

EXPENDITURES FOR IMPROVEMENTS, CONSTRUCTION AND EQUIPMENT DURING THE  
YEARS ENDING JUNE 30, 1907 AND 1906.—*Continued.*

## Equipment.

ACCOUNTS.	1907.	1906.
Locomotives and Tenders.....	\$2,250,590 63	\$2,957,586 59
Passenger Cars.....	283,554 11	854,818 86
Freight Cars.....	6,175,658 58	5,143,401 32
Work Cars.....	133,727 92	33,642 81
Marine Equipment.....	.....	28 68
Total Equipment.....	\$8,843,531 24	\$8,994,478 26
Total Improvements, Construction and Equipment	\$24,317,107 54	\$16,426,382 26

COMPARISONS BY MONTHS OF GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS  
FOR FISCAL YEARS ENDING JUNE 30, 1907 AND 1906.

		July.	August.	September.	October.	November.	December.	
Gross Earnings {	1906	\$6,640,650 27	\$7,251,523 81	\$7,401,424 28	\$8,462,882 78	\$7,916,483 84	\$7,903,547 20	
	1905	5,868,729 26	6,156,971 60	6,669,746 42	7,029,456 69	7,142,316 66	7,001,221 21	
Operating Expenses {	1906	\$4,181,984 65	\$4,238,377 05	\$4,517,432 06	\$4,770,271 75	\$4,795,209 73	\$5,192,226 80	
	1905	3,865,112 91	4,017,419 16	3,973,094 89	4,143,971 58	4,145,948 76	4,294,375 53	
Net Earnings {	1906	\$2,458,665 62	\$2,913,146 76	\$2,883,992 22	\$3,692,611 03	\$3,121,274 11	\$2,711,320 40	
	1905	2,003,616 35	2,139,552 44	2,696,651 53	2,885,485 11	2,996,367 90	2,706,845 68	
	Inc.	\$455,049 27	\$773,594 32	\$187,340 69	\$807,125 92	\$124,906 21	\$4,474 72	
	Dec.							

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Gross Earnings {	1907	\$7,695,253 52	\$7,352,247 30	\$8,379,627 67	\$8,429,356 75	\$8,293,817 30	\$7,856,592 19	\$93,683,406 91
	1906	6,764,966 11	6,711,890 67	6,939,537 97	6,746,879 62	7,041,206 43	6,728,087 38	80,801,010 02
Operating Expenses {	1907	\$5,205,751 05	\$4,965,748 67	\$5,273,061 95	\$5,224,881 69	\$5,478,977 60	\$4,923,978 24	\$58,867,901 24
	1906	4,368,971 74	4,028,336 32	4,413,300 10	4,286,074 13	4,484,888 85	3,986,991 44	50,008,485 41
Net Earnings {	1907	\$2,489,502 47	\$2,386,498 63	\$3,106,565 72	\$3,204,475 06	\$2,914,839 70	\$2,932,613 95	\$34,815,505 67
	1906	2,395,994 37	2,683,554 35	2,526,237 87	2,460,805 49	2,556,317 58	2,741,095 94	30,792,524 61
	Inc.	\$93,508 10	.....	\$580,327 85	\$743,669 57	\$358,522 12	\$191,518 01	\$4,022,981 06
	Dec	.....	\$297,055 72					

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR FISCAL YEARS ENDING JUNE 30, 1907 AND 1906.

## FREIGHT.

	Freight Earnings.	Number of Tons Carried.	Number of Tons Carried One Mile.	Average Distance per Ton—Miles.	Earnings per Ton per Mile in Cents.
Fiscal year to June 30, 1907..	\$65,500,309 42	16,979,395	6,842,669,206	403.00	0.957
" " 30, 1906..	56,506,587 03	15,000,803	5,909,228,612	393.93	0.956
Increase.....	\$8,993,722 39	1,978,592	933,440,594	9.07	0.001
Decrease.....	.....	.....	.....	.....	.....

## PASSENGER.

	Passenger Earnings.	Number of Passengers Carried.	Number of Passengers Carried One Mile.	Average Distance per Passenger—Miles.	Earnings per Passenger per Mile in Cents.
Fiscal year to June 30, 1907..	\$21,171,629 08	10,524,836	969,651,318	92.13	2.183
" " 30, 1906..	18,677,817 42	9,166,501	865,378,537	94.41	2.158
Increase.....	\$2,493,811 66	1,358,335	104,272,781	.....	0.025
Decrease.....	.....	.....	.....	2.28	.....

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report, but are revised to cover lines in the system as now constituted.



CLASSIFICATION OF FREIGHT TONNAGE (COMPANY MATERIAL EXCLUDED)  
FOR YEARS ENDING JUNE 30, 1907 AND 1906.

	1907.		1906.	
	Tons.	%	Tons.	%
PRODUCTS OF AGRICULTURE:				
Corn.....	496,424	.....	607,138	.....
Wheat.....	1,123,499	.....	961,527	.....
Other Grain.....	226,162	.....	219,062	.....
Total Grain.....	1,846,085	10.87	1,787,727	11.92
Flour.....	426,293	.....	403,283	.....
Other Mill Products.....	173,346	.....	154,467	.....
Hay, Straw and Broom Corn.....	303,925	.....	264,074	.....
Cotton.....	418,972	.....	176,370	.....
Cotton Seed and its Products.....	245,890	.....	126,636	.....
Fruits and Vegetables.....	799,061	.....	672,442	.....
Other Agricultural Products.....	89,366	.....	69,026	.....
Total Products of Agriculture.....	4,802,938	25.34	3,654,025	24.36
PRODUCTS OF ANIMALS:				
Live Animals.....	1,014,540	.....	952,092	.....
Dressed Meats.....	37,049	.....	26,878	.....
Other Packing House Products.....	70,871	.....	76,321	.....
Poultry, Game and Fish.....	40,648	.....	32,975	.....
Wool.....	18,833	.....	13,264	.....
Hides and Leather.....	13,778	.....	18,223	.....
Other Animal Products.....	67,716	.....	50,879	.....
Total Products of Animals.....	1,263,435	7.44	1,170,632	7.80
PRODUCTS OF MINES:				
Anthracite Coal.....	9,025	.....	24,917	.....
Bituminous Coal.....	2,680,031	.....	2,250,690	.....
Coke.....	273,901	.....	257,721	.....
Ore and Bullion.....	530,255	.....	384,929	.....
Stone and Sand.....	955,010	.....	1,022,556	.....
Salt.....	122,450	.....	123,421	.....
Other Mineral Products.....	670,702	.....	614,858	.....
Total Products of Mines.....	5,241,374	30.87	4,679,092	31.19
PRODUCTS OF FORESTS:				
Lumber.....	1,370,981	.....	1,226,155	.....
Other Forest Products.....	687,426	.....	748,770	.....
Total Products of Forest.....	2,058,407	12.12	1,974,925	13.17
MANUFACTURES:				
Petroleum and Other Oils.....	308,219	.....	199,910	.....
Sugar.....	120,407	.....	85,080	.....
Iron—Pig, Bloom and Scrap.....	43,023	.....	32,677	.....
Iron and Steel Rails and Trimmings..	96,917	.....	82,188	.....
Other Castings and Machinery.....	324,341	.....	309,135	.....
Bar and Sheet Metal.....	108,579	.....	88,953	.....
Cement, Brick and Lime.....	835,353	.....	762,105	.....
Agricultural Implements.....	48,935	.....	52,729	.....
Wagons, Carriages and Other Vehicles	35,597	.....	30,360	.....
Wines, Liquors and Beer.....	101,074	.....	89,375	.....
Household Goods and Furniture.....	154,556	.....	111,099	.....
Other Manufactured Products.....	771,472	.....	637,095	.....
Total Manufactures.....	2,948,473	17.37	2,480,706	16.54
Total Carload Tonnage.....	15,814,627	93.14	13,959,380	93.06
Merchandise—L. C. L. Tonnage.....	1,164,768	6.86	1,041,423	6.94
Total Tonnage, exclusive of Com- pany Material.....	16,979,395	100.00	15,000,803	100.00

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1907 AND 1906.

	1907.	1906.
<b>MILEAGE :</b>		
Passenger—Revenue .....	17,064,355	16,063,372
Mixed .....	822,949	702,365
Non-revenue .....	98,228	124,587
Total .....	17,985,532	16,890,324
Freight—Revenue .....	22,395,849	20,421,246
Mixed .....	1,662,790	1,584,871
Non-revenue .....	821,794	634,115
Total .....	24,880,433	22,640,232
Work .....	1,296,553	1,336,147
Switch .....	7,408,174	6,269,454
Total Miles Run .....	51,570,692	47,136,157
Miles Run by Coal Burners .....	33,720,897	31,716,657
Miles Run by Oil Burners .....	17,849,795	15,419,500
<b>CONSUMPTION OF FUEL AND STORES :</b>		
Waste used, pounds .....	760,757	712,475
Oil used (all kinds except fuel), pints..	6,810,823	5,799,113
Oil used (lubricating), pints .....	4,538,825	3,868,593
Coal used, tons (2,000 lbs.) .....	2,473,144	2,139,171
Fuel Oil used, tons (2,000 lbs.) .....	771,473	620,602
Wood used, cords .....	23,403	28,097
<b>COST OF LABOR AND MATERIAL :</b>		
Repairs and Renewals of Locomotives, Labor .....	\$2,800,250 25	\$2,805,722 22
Repairs and Renewals of Locomotives, Material .....	2,050,004 94	1,695,064 04
Total Repairs and Renewals ..	\$4,850,255 19	\$4,500,786 26
Wages of Engineers, Firemen and Wipers	5,407,935 88	4,638,115 09
Oil and Waste .....	249,534 65	193,904 65
Miscellaneous Supplies .....	152,584 33	163,408 24
Coal .....	3,982,678 63	3,620,009 76
Fuel Oil .....	2,396,126 04	1,563,212 63
Wood .....	51,293 83	47,774 08
Total .....	\$17,090,408 55	\$14,727,210 71
<b>COST PER MILE RUN IN CENTS :</b>		
For Oil and Waste .....	0.48	0.41
For Miscellaneous Supplies .....	0.30	0.35
For Fuel, Coal and Wood .....	11.96 } Av'r'ge	11.56 } Av'r'ge
For Fuel, Oil .....	13.42 } 12.47	10.14 } 11.10
For Engineers, Firemen and Wipers ..	10.49	9.84
Locomotive Repairs and Renewals ...	9.40	9.54
Total .....	33.14	31.24
<b>MILES RUN :</b>		
To one ton of coal .....	13.63	14.83
To one ton of fuel oil .....	23.14	24.85
To one pint of oil (all kinds except fuel)	7.57	8.13
To one pint of oil (lubricating) .....	11.36	12.18
<b>AVERAGE COST OF FUEL :</b>		
Coal per ton .....	1.61	1.69
Fuel Oil per ton .....	3.11	2.52
Wood per cord .....	2.19	1.70

The amount shown for Repairs and Renewals of Locomotives covers only direct charges to that Account, while the average Maintenance charges shown on page 10 include a proportion of unlocated equipment expenditures chargeable to Superintendence, Shop Machinery and Tools, Stationery and Other Expenses.

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1907 AND 1906.

	1907.	1906.
<b>REVENUE TRAIN MILEAGE:</b>		
Miles run by Passenger Trains.....	16,815,214	15,449,595
Miles run by Freight Trains.....	19,747,224	18,046,953
Miles run by Mixed Trains { Freight.....	1,615,658	1,533,925
{ Passenger.....	799,639	678,024
Total.....	38,477,735	35,708,497
<b>CAR MILEAGE:</b>		
Miles run by Passenger Cars in Revenue Trains.....	109,028,058	102,479,797
Miles run by Freight Cars in Revenue Trains	611,167,195	563,055,139
Total.....	720,195,253	665,534,936
<b>LOADED AND EMPTY FREIGHT CAR MILEAGE:</b>		
Loaded Freight Cars:		
East or North.....	195,664,614	190,422,770
West or South.....	246,704,643	213,553,979
Total.....	442,369,257	403,976,749
Empty Freight Cars:		
East or North.....	101,520,173	85,311,443
West or South.....	67,277,765	73,766,947
Total.....	168,797,938	159,078,390
<b>NON-REVENUE TRAIN MILEAGE:</b>		
Miles run by Passenger Trains.....	94,342	126,920
Miles run by Work and Supply Trains.....	2,079,379	1,861,669

The figures for the fiscal year ending June 30, 1906, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

## EQUIPMENT IN SERVICE, JUNE 30, 1907.

Description.	Number.
LOCOMOTIVES.....	1,791
PASSENGER CARS:	
Baggage.....	219
Baggage and Express.....	9
Baggage and Mail.....	39
Baggage, Mail and Express.....	54
Business.....	39
Cafe—Observation.....	2
Chair.....	133
Coach—First Class.....	320
Coach—Second Class.....	29
Coach and Baggage.....	56
Coach and Mail.....	11
Coach, Mail and Baggage.....	31
Composite.....	13
Dining.....	25
Express—Box.....	10
Express—Horse.....	12
Mail.....	39
Mail and Express.....	9
Parlor.....	8
Smoking.....	77
TOTAL PASSENGER CARS..	1,135
FREIGHT CARS:	
Ballast.....	2,450
Beer.....	23
Box.....	21,019
Caboose.....	715
Coal.....	8,211
Combination.....	1,000
Flat.....	3,635
Furniture.....	1,155
Refrigerator.....	6,019
Stock.....	4,049
Tank—Oil.....	1,389
Tank—Water.....	105
TOTAL FREIGHT CARS.....	49,770
MISCELLANEOUS CARS:	
Air Brake Instruction.....	2
Ballast Unloader.....	11
Ballast Spreader.....	9
Boarding and Bunk.....	55
Derrick.....	22
Ditcher and Wrecker.....	5
Frontier Station.....	1
Paint.....	3
Pile Driver.....	24
Plow.....	13
Rail Saw.....	2
Shop and Supply.....	20
Steam Shovel.....	22
Snow Plow.....	3
Snow Flanger.....	6
Test Weight.....	2
Tool.....	18
Weed Burner.....	3
TOTAL MISCELLANEOUS CARS.....	221
TOTAL CARS.....	51,126
FLOATING EQUIPMENT:	
Steam Ferry Boats.....	2
River Steamers.....	1
Tugs.....	2
Car Floats.....	4
TOTAL FLOATING EQUIPMENT.....	9



Statement showing number of locomotives of each class owned June 30, 1906, number sold or broken up and number added during the year, and total number of each class owned and average weight of same as of June 30, 1907.

		Owued June 30, 1906.	Sold or Broken Up.	Added.	Owued June 30, 1907.	Average Total Weight Locomo- tives (Tons).	Average Weight on Drivers (Tons).
Switch .....	Simple.....	137	5	17	149	58.11	58.11
Eight Wheel.....	Simple.....	240	5	3	238	47.21	30.75
Mogul .....	Simple.....	24	3	2	23	69.96	59.09
Mogul .....	Compound.....	35	.....	.....	35	82.00	67.51
Ten Wheel.....	Simple .....	422	.....	4	426	64.42	49.61
Ten Wheel.....	Compound.....	6	.....	.....	6	88.00	66.00
Twelve Wheel.....	Simple.....	6	.....	.....	6	64.67	52.17
Consolidation.....	Simple.....	264	.....	1	265	71.11	63.17
Consolidation.....	Compound.....	76	.....	.....	76	100.45	88.62
Pacific.....	Simple.....	26	.....	.....	26	108.04	73.69
Pacific.....	Balanced Compound	41	.....	.....	41	113.34	75.95
Prairie.....	Compound.....	145	.....	.....	145	104.97	71.19
Prairie.....	Balanced Compound	.....	.....	56	56	124.11	87.36
Atlantic.....	Balanced Compound	96	.....	25	121	101.15	52.57
Decapod .....	Compound.....	3	.....	.....	3	131.00	117.00
Mikado .....	Compound.....	15	.....	.....	15	130.87	99.87
Santa Fe.....	Simple.....	1	.....	.....	1	138.00	113.00
Santa Fe.....	Compound.....	139	.....	20	159	143.62	117.29
Totals.....	.....	1,676	13	128	1,791	81.74	62.66

NOTE.—The average tractive power per engine June 30, 1907, was 29,225 as against 28,555 June 30, 1906, being an increase of 2.35 per cent.

The figures for the fiscal year ending June 30, 1906, used for comparative purposes are not the same as shown in the last Annual Report but are revised to cover lines in the system as now constituted.

## MAIN-TRACK MILEAGE.

June 30, 1907.

	Oper- ated.	Owmed.
<b>THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY:</b>		
Dearborn Station to Stewart Avenue.....	1.43	
Stewart Avenue to Crawford Avenue.....	5.00	5.00
Crawford Avenue to Ancona, Ill.....	89.01	89.01
Ancona, Ill., to Big Blue Junction, Mo.....	350.92	350.92
Big Blue Junction, Mo., to Kansas City, Mo.....	6.60	
Ancona, Ill., to Streator Junction, Ill.....	30.73	30.73
Streator Junction, Ill., to Pekin Junction, Ill.....	5.91	
Pekin Junction, Ill., to Pekin, Ill.....	21.33	21.33
North Lexington, Mo., to St. Joseph, Mo.....	76.40	76.40
St. Joseph, Mo., to Atchison, Kas.....	20.35	.09
Atchison, Kas., to West Line, Kas.....	470.58	470.58
Hawthorne, Kas., to Wilder, Kas.....	45.41	45.41
Kansas City, Mo., to Topeka, Kas.....	66.20	66.01
Emporia, Kas., to Moline, Kas.....	83.23	83.23
Florence, Kas., to Winfield, Kas.....	72.73	72.73
Florence, Kas., to Ellinwood, Kas.....	98.21	98.21
Newton, Kas., to Arkansas City, Kas.....	78.18	78.18
Mulvane, Kas., to Caldwell, Kas.....	37.01	37.01
Quenemo, Kas., to Osage City, Kas.....	19.42	19.42
Strong City, Kas., to Bazar, Kas.....	11.68	11.68
Neva, Kas., to Concordia, Kas.....	114.23	114.23
Manchester, Kas., to Barnard, Kas.....	43.56	43.56
Abilene, Kas., to Salina, Kas.....	22.56	22.56
Concordia, Kas., to Nebraska State Line.....	37.60	37.60
Nebraska State Line to Superior, Neb.....	2.53	
Augusta, Kas., to Mulvane, Kas.....	20.41	20.41
Little River, Kas., to Holyrood, Kas.....	26.30	26.30
Mulvane, Kas., to Englewood, Kas.....	166.38	166.38
Hutchinson, Kas., to Kinsley, Kas.....	83.63	83.63
Great Bend, Kas., to Scott City, Kas.....	120.07	120.07
Larned, Kas., to Jetmore, Kas.....	46.33	46.33
Independence, Kas., to Cedar Vale, Kas.....	54.79	54.79
Chanute, Kas., to Longton, Kas.....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas.....	40.57	40.57
Burlington, Kas., to Gridley, Kas.....	10.89	10.89
Colony, Kas., to Yates Center, Kas.....	24.71	24.71
Holliday, Kas., to Kiowa, Kas.....	325.91	325.91
Attica, Kas., to Medicine Lodge, Kas.....	21.08	21.08
Lawrence, Kas., to North Ottawa, Kas.....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas.....	54.26	54.26
Burlington Junction, Kas., to Burlington, Kas.....	41.47	41.47
Chanute, Kas., to Girard, Kas.....	40.04	40.04
Girard, Kas., to Chicopee, Kas.....	17.67	17.67
Cherryvale, Kas., to Coffeyville, Kas.....	17.98	17.98
Wellington, Kas., to Hunnewell, Kas.....	18.35	18.35
Arkansas City, Kas., to Purcell, I. T.....	154.46	154.46
Newkirk, O. T., to Pauls Valley, I. T.....	183.67	183.67
Guthrie Junction, O. T., to Cushing, O. T.....	47.85	47.85
Ripley, O. T., to Esau, O. T.....	40.41	40.41
Seward, O. T., to Cashlon, O. T.....	10.60	10.60
Pauls Valley, I. T., to Lindsay, I. T.....	24.18	24.18
Davis, I. T., to Sulphur, I. T.....	9.28	9.28
Guthrie, O. T., to Kiowa, O. T.....	117.14	114.20
Kansas-Oklahoma Line to Oklahoma-Texas Line.....	116.30	116.30
Hutchinson, Kas., to Ponca City, O. T.....	141.38	141.38
Hunnewell, Kas., to Braman, O. T.....	9.07	9.07
Braman, O. T., to Tonkawa, O. T.....	15.94	15.94
Havana, Kas., to Caney, Kas.....	5.39	5.39
Caney, Kas., to Kansas-Indian Territory Line.....	1.25	
Kansas-Indian Territory Line to Tulsa, I. T.....	67.88	67.13
<i>Forward</i> .....	3,957.92	3,915.96

## MAIN-TRACK MILEAGE.

June 30, 1907—Continued.

	Oper- ated.	Owued.
<i>Brought forward</i> .....	3,957.92	3,915.96
<b>THE ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Wichita, Kas., to Pratt, Kas.....	79.77	79.77
Burlingame, Kas, to Alma, Kas.....	34.30	34.30
Kansas-Colorado Line to Pueblo, Colo.....	150.05	150.05
Pueblo, Colo., to Rockvale, Colo.....	36.93	36.93
Clelland, Colo., to Cañon City, Colo.....	6.83	6.83
La Junta, Colo., to Colorado-New Mexico Line.....	96.32	96.32
Pueblo, Colo., to Denver, Colo.....	116.72	116.50
Colorado-New Mexico Line to San Marcial, N. M.....	353.56	353.56
Lamy, N. M., to Santa Fe, N. M.....	18.13	18.13
San Marcial, N. M., to Deming, N. M.....	128.40	128.40
Rincon, N. M., to New Mexico-Texas Line.....	56.40	56.40
Socorro, N. M., to Magdalena, N. M.....	27.39	27.39
Nutt, N. M., to Lake Valley, N. M.....	13.52	13.52
Las Vegas, N. M., to Hot Springs, N. M.....	9.01	9.01
Deming, N. M., to Silver City, N. M.....	46.50	46.50
Whitewater, N. M., to San Jose, N. M.....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M.....	4.28	4.28
Hanover, N. M., to Flerro, N. M.....	6.66	6.66
<i>The Atchison, Topeka &amp; Santa Fe Railway—Coast Lines:</i>		
Isleta, N. M. to Needles, Cal.....	563.01	563.01
Needles, Cal., to Mojave, Cal.....	242.55	
Mojave, Cal., to Kern Junction, Cal.....	67.01	
Kern Junction, Cal., to Point Richmond, Cal.....	306.48	306.48
Corcoran Junction, Cal., to Calwa Junction, Cal.....	68.23	68.23
National City, Cal., to Fallbrook, Cal.....	67.01	67.01
Temecula, Cal., to Barstow, Cal.....	132.90	132.90
Los Angeles, Cal., to Los Angeles Junction, Cal.....	83.02	83.02
San Bernardino, Cal., to Los Angeles, Cal.....	59.97	59.97
Highgrove, Cal., to Orange, Cal.....	40.68	40.68
Perris, Cal., to San Jacinto, Cal.....	19.44	19.44
Escondido Junction, Cal., to Escondido, Cal.....	21.30	21.30
San Bernardino, Cal., to Mentone, Cal.....	12.51	12.51
Redondo Junction, Cal., to Inglewood, Cal.....	9.82	9.82
Inglewood, Cal., to Redondo, Cal.....	10.77	10.77
Highland Junction, Cal., to Mentone, Cal.....	12.88	12.88
Elsinore Junction, Cal., to Alberhill, Cal.....	7.76	7.76
<i>Barnwell &amp; Searchlight Railway:</i>		
Barnwell, Cal., to Searchlight, Nev.....	23.00	23.00
<i>California Eastern Railway:</i>		
Goffs, Cal., to Ivanpah, Cal.....	45.21	45.21
<i>Fresno County Railway:</i>		
Reedley, Cal., to Washtoke, Cal.....	6.68	6.68
<i>Oakdale Western Railway:</i>		
Riverbank, Cal., to Oakdale, Cal.....	6.30	6.30
<i>Oakland &amp; East Side Railroad:</i>		
Richmond, Cal., to Oakland, Cal.....	11.32	11.32
<i>Randsburg Railway:</i>		
Kramer, Cal., to Johannesburg, Cal.....	28.64	28.64
<i>Western Arizona Railway:</i>		
McConnico, Ariz., to Chloride, Ariz.....	21.57	21.57
Total Atchison, Topeka & Santa Fe Railway Lines. ....	7,025.27	6,673.53

## MAIN-TRACK MILEAGE.

June 30, 1907.—Continued.

	Operated.	Owued.
In the foregoing statement the following lines, controlled by The Atchison, Topeka & Santa Fe Railway Company through stock ownership and operated by it under leases, are treated as lines "owned":		
Barnwell & Searchlight Railway.....	23.00	
California Eastern Railway.....	45.21	
Fresno County Railway.....	6.68	
Oakdale Western Railway.....	6.30	
Oakland & East Side Railroad.....	11.32	
Randsburg Railway.....	28.64	
Western Arizona Railway.....	21.57	
RIO GRANDE & EL PASO RAILROAD:		
New Mexico-Texas Line to El Paso, Texas,.....	20.17	20.17
GULF, COLORADO & SANTA FE RAILWAY:		
Galveston, Texas, to Purcell, I. T.....	518.67	518.67
Alvin, Texas, to Houston, Texas.....	25.66	25.66
Somerville, Texas, to Silsbee, Texas.....	152.57	152.57
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.03	228.03
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Coleman Junction, Texas, to Coleman, Texas.....	6.28	6.28
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.76	152.76
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt at Sealy, Texas.....	.08	.08
Wolfe City, Texas, to Sherman, Texas.....	38.70	
End of Cane Belt Track to Depot, Eagle Lake, Texas.....	.17	
Gulf, Beaumont & Kansas City Railway:		
Beaumont, Texas, to Rogan, Texas (owned by A., T. & S. F.)....	62.62	62.62
Gulf, Beaumont & Great Northern Railway:		
Rogan, Texas, to Center, Texas (owned by A., T. & S. F.).....	77.78	77.78
Cane Belt Railroad:		
Sealy, Texas, to Matagorda, Texas (owned by A., T. & S. F.)....	90.65	104.87
Eagle Lake Junction, Texas, to end of C. B. Track, Eagle Lake, Texas.....	.45	
Rayner Junction, Texas, to Bonus, Texas.....	13.77	
Jasper & Eastern Railway:		
Kirkbyville, Texas, to Cravens, La.....	57.00	57.00
Total, Gulf, Colorado & Santa Fe Railway.....	1,490.81	1,451.94
In the foregoing statement the following lines operated by the Gulf, Colorado & Santa Fe Railway Company under leases are treated as lines "owned," the stock of the companies owning these lines being owned by The Atchison, Topeka & Santa Fe Railway Company:		
Cane Belt Railroad.....	104.87	
Gulf, Beaumont & Great Northern Railway.....	77.78	
Gulf, Beaumont & Kansas City Railway.....	62.62	
Jasper & Eastern Railway.....	57.00	
THE EASTERN RAILWAY COMPANY OF NEW MEXICO (formerly P. V. & N. E. Ry.): Texas-New Mexico Line North to Texas-New Mexico Line South.....		
	221.47	221.47



## MAIN-TRACK MILEAGE.

June 30, 1907.—Continued.

	Oper- ated.	Owued.
<b>THE PECOS &amp; NORTHERN TEXAS RAILWAY:</b>		
Amarillo, Texas, to Texas-New Mexico Line.....	94.50	94.50
Canyon City, Texas, to Plainview, Texas.....	57.30	57.30
Total Pecos & Northern Texas Railway.....	151.80	151.80
<b>THE PECOS RIVER RAILROAD:</b>		
Texas-New Mexico Line to Pecos, Texas.....	54.27	54.27
<b>SANTA FE, PRESCOTT &amp; PHOENIX RAILWAY:</b>		
Ash Fork, Arizona, to Phoenix, Arizona.....	195.27	195.27
<i>Prescott &amp; Eastern Railroad:</i>		
Prescott & Eastern Junction, Arizona, to Mayer, Arizona.....	26.40	26.40
<i>Bradshaw Mountain Railroad:</i>		
Poland Junction, Arizona, to Poland, Arizona.....	7.95	7.95
Mayer, Arizona, to Crown King, Arizona.....	27.70	27.70
Total, Santa Fe, Prescott & Phoenix Railway.....	257.32	257.32
In the foregoing statement the following lines operated by the Santa Fe, Prescott & Phoenix Railway Company under leases are treated as lines "owned," the stock of the companies owning these lines being owned, either directly or indirectly, by The Atchison, Topeka & Santa Fe Railway Company:		
Prescott & Eastern Railroad.....	26.40	
Bradshaw Mountain Railroad.....	35.65	
<b>THE SOUTHERN KANSAS RAILWAY OF TEXAS:</b>		
Oklahoma-Texas Line to Panhandle, Texas.....	100.41	100.41
Panhandle, Texas, to Washburn, Texas.....	14.72	14.72
Washburn, Texas, to Amarillo, Texas.....	14.04	
Total, Southern Kansas Railway of Texas.....	129.17	115.13
<b>NEW MEXICO &amp; ARIZONA RAILROAD:</b>		
Benson, Arizona, to Nogales, Arizona.....		87.78
<b>SONORA RAILWAY:</b>		
Nogales, Arizona, to Guaymas, Mexico.....		259.97
Hermosillo Junction, Mexico, to Hermosillo, Mexico.....		2.64
Total, Sonora Railway.....		262.61

## SUMMARY.

	Oper- ated.	Owued.
The Atchison, Topeka & Santa Fe Railway.....	7,025.27	6,673.53
Rio Grande & El Paso Railroad.....	20.17	20.17
Gulf, Colorado & Santa Fe Railway.....	1,490.81	1,451.94
The Eastern Railway Company of New Mexico (formerly P. V. & N. E.)	221.47	221.47
The Pecos & Northern Texas Railway.....	151.80	151.80
The Pecos River Railroad.....	54.27	54.27
Santa Fe, Prescott & Phoenix Railway.....	257.32	257.32
The Southern Kansas Railway of Texas.....	129.17	115.13
New Mexico & Arizona Railroad.....		87.78
Sonora Railway Company, Limited.....		262.61
Total.....	9,350.28	9,296.02

## MAIN-TRACK MILEAGE.

June 30, 1907.—Continued.

		Owued.
Mileage of System lines owned (see foregoing pages) .....		9,296.02
Mileage of Separately Operated Lines:		
Beaumont Wharf & Terminal Co. ....	2.57	
* The Grand Canyon Railway.....	66.45	
† The Kansas Southwestern Railway. . .	59.35	
‡ The Leavenworth & Topeka Railway.....	44.66	
‡ Northwestern Pacific Railroad.....	404.17	
Standard Gauge.....	311.79	
Narrow Gauge.....	92.38	
‡ Sunset Railroad.....	32.75	
The Texas & Gulf Railway.....	71.80	
		681.75
Mileage of Lines under Construction, Completed to June 30, 1907:		
The Atchison, Topeka & Santa Fe Railway.....	117.48	
Arkansas Valley Extension.....	68.07	
Kiowa, Kas., to Belvidere, Kas.....	49.41	
Arizona & California Railway.....	106.84	
The Eastern Railway Company of New Mexico .....	258.76	
Jasper & Eastern Railway (part, see G. C. & S. F. Ry.)..	5.35	
		488.43
Total.....		10,466.20

\* Of the total outstanding capital stock this Company owns 82 per cent.

† Owned jointly with the St. Louis &amp; San Francisco Railroad Company.

‡ Owned jointly with the Union Pacific Railroad Company.

‡ Owned jointly with the Southern Pacific Company.

## ADDITIONAL MAIN TRACKS.

	Oper- ated.	Owued.
SECOND MAIN TRACK:		
Dearborn Station to near Joliet, Ill.....	35.35	33.92
Joliet, Ill., to Ancona, Ill.....	59.00	43.21
Ft. Madison, Iowa, to New Boston, Iowa.....	11.10	11.10
Bucklin, Mo., to Rothville, Mo.....	13.09	13.09
Hardin, Mo., to Camden, Mo.....	11.43	11.43
Eton, Mo., to Congo, Mo.....	7.08	7.08
Big Blue Junction, Mo., to Kansas City, Mo.....	6.69	.09
Kansas City, Mo., to Braddock, Kas.....	173.50	173.50
Walton, Kas., to Mission, Kas.....	12.32	12.32
Trinidad, Colo., to Wootton, Colo.....	15.19	15.19
Lynn, N. M., to Raton, N. M.....	6.87	6.87
Total Second Main Track.....	351.62	327.80
THIRD MAIN TRACK:		
Near Allen Ave., Kansas City, Mo., to Turner, Kas.....	5.90	5.90
FOURTH MAIN TRACK:		
Near Allen Ave., Kansas City, Mo., to Turner, Kas.....	5.92	5.92
Total Additional Main Tracks .....	363.44	339.62
Yard Track and Sidings.....	2,522.20	

Mileage upon which General Mortgage is a direct lien..... 6,648.29

Mileage represented by stocks and bonds pledged under  
General Mortgage..... 1,635.36

Total Mileage subject to General Mortgage..... 8,283.65

## MAIN-TRACK MILEAGE.

June 30, 1907—Continued.

	Miles.	Miles.
During the year the miles of main track operated by the System increased 160.85 miles, as follows:		
THE ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Las Vegas, N. M., to Hot Springs, N. M.....	9.01	
Davis, I. T., to Sulphur, I. T.....	9.28	18 29
THE ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Fresno County Railway—		
Reedley, Cal., to Wahokey, Cal.....	6.68	
Barnwell & Searchlight Railway:		
Barnwell, Cal., to Searchlight, Nev.....	23.00	29.68
GULF, COLORADO & SANTA FE RAILWAY:		
Jasper & Eastern Railway—		
Kirbyville, Texas, to Cravens, La.....		57.00
THE PECOS & NORTHERN TEXAS RAILWAY:		
Canyon City, Texas, to Plainview, Texas.....		57.30
		162.27
DEDUCTIONS:		
THE ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Adjustment of Mileage.....	1.32	
THE ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Adjustment of Mileage.....	.01	
GULF, COLORADO & SANTA FE RAILWAY:		
Adjustment of Mileage.....	.05	
SANTA FE, PRESCOTT & PHOENIX RAILWAY:		
Adjustment of Mileage.....	.04	1.42
Total Increase, System .....		160.85

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois.....	290.29	
Iowa.....	19.86	
Missouri.....	298.63	
Kansas.....	2,608.27	
Nebraska.....	2.53	
Oklahoma.....	727.52	
Indian Territory.....	224.89	
Texas.....	1,706.72	
Louisiana.....	39.50	
Colorado.....	406.85	
New Mexico.....	1,066.44	
Arizona.....	665.65	
Nevada.....	11.38	
California.....	1,281.75	
Total.....		9,350.28

## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

Atchison Union Depot & R. R. Co.....	2d Mtge. 5%	\$9,000
Devlin Coal Co.....	1st " 6%	248,000
Gulf, Colorado & Santa Fe Ry. Co.....	1st " 7%	12,695,000
" " " " " .....	2d " 6%	8,614,000
The Kansas City Belt Ry. Co.....	1st " 6%	25,000
Kansas City Northwestern R. R. Co.....	1st " 5%	2,000
The Leavenworth & Topeka Ry. Co.....	1st " 4%	50,000
New Mexico & Arizona R. R. Co.....	1st " 6%	2,313,000
" " " " " .....	2d " 6%	950,000
Rio Grande & El Paso R. R. Co.....	1st " 6%	500,000
Sonora Ry. Co., Limited.....	1st " 7%	5,248,000
The Southern Kansas Ry. Co. of Texas.....	1st " 5%	1,583,000
The Union Passenger Depot Co. of Galveston.	1st " 6%	64,000
		<u>\$32,296,000</u>



## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Di- rect- ors.	Total	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$30,400 00
Atchison Union Depot & Railroad Co.....	18	.....	18	18,000 00
Aztec Land & Cattle Co., Limited.....	2,154	3	2,157	21,570 00
The Cañon City Coal Co.....	8,493	7	8,500	425,000 00
Cherokee & Pittsburg Coal & Mining Co....	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred..	400	.....	400	40,000 00
“ “ “ “ Common...	400	.....	400	40,000 00
Forest Park & Central R. R. Co.....	16	.....	16	1,600 00
Fort Worth Union Passenger Station Co....	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry. Co.....	45,470	130	45,600	4,560,000 00
The Kansas City Belt Ry. Co.....	547	3	550	55,000 00
The Las Vegas Hot Springs Co.....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co....	120	5	125	12,500 00
New Mexico & Arizona R. R. Co.....	36,815	5	36,820	3,682,000 00
The New Mexico Town Co.....	942	8	950	47,500 00
The Osage Carbon Co.....	2,991	9	3,000	300,000 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co.....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co.....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	.....	12	1,204 90
St. Joseph Terminal R. R. Co.....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co.....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Santa Fe Terminal Co. of California....	9,993	7	10,000	1,000,000 00
The Santa Fe Town & Land Co.....	2,497	3	2,500	250,000 00
Sonora Ry. Co., Limited.....	10,483	13	10,496	1,049,600 00
The Southern Kansas Ry. Co. of Texas....	5,955	90	6,045	604,500 00
The Trinidad Coal & Coking Co.....	1,618	7	1,625	162,500 00
Union Depot Co. (of Kansas City, Mo.)....	449	1	450	45,000 00
The Union Passenger Depot Co. of Galveston	1,995	5	2,000	200,000 00
The Vulcan Fuel Co.....	599,993	7	600,000	600,000 00
	743,928	377½	744,305½	\$14,379,697 40









*Cal*

1908

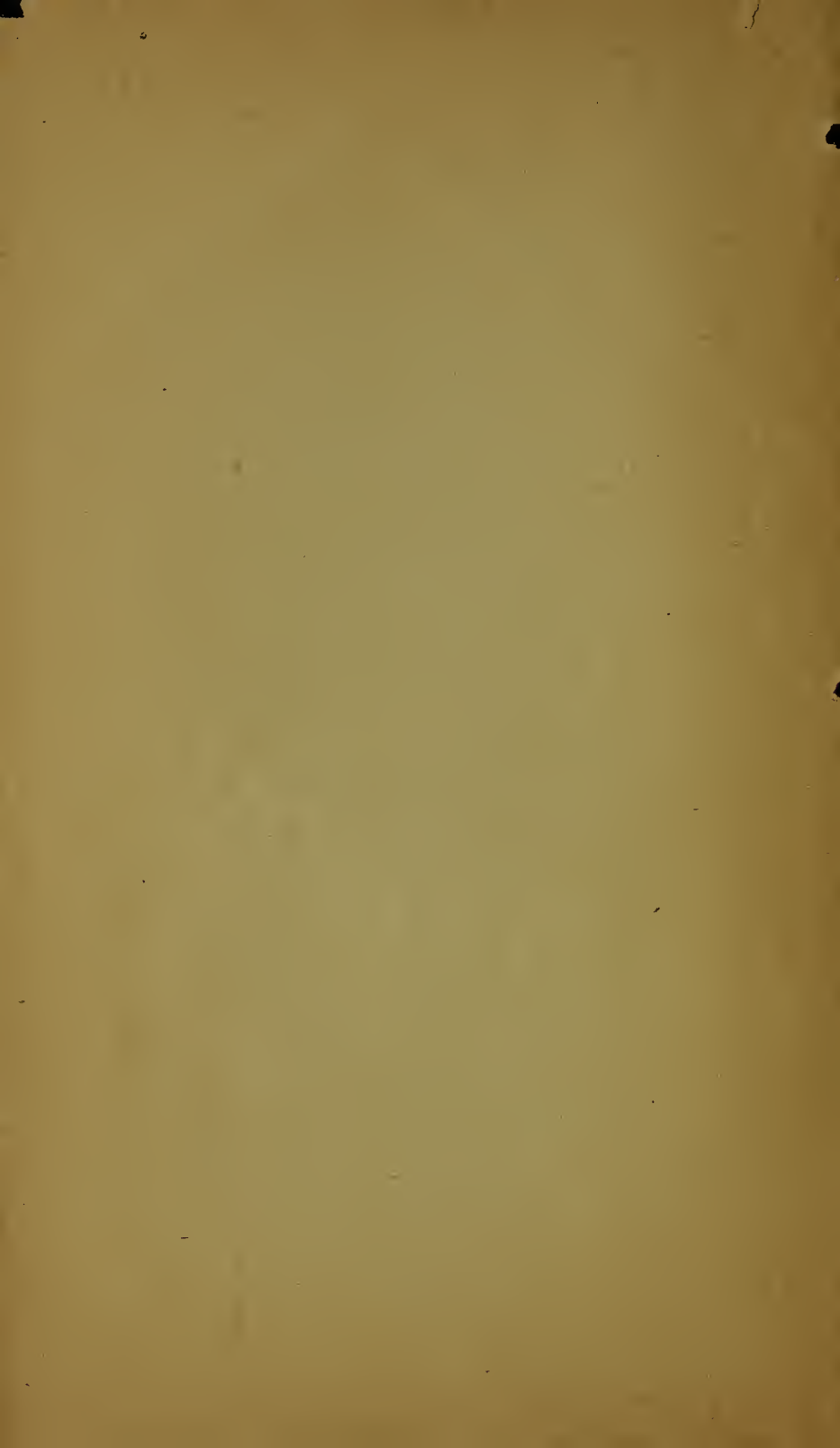
THIRTEENTH ANNUAL REPORT

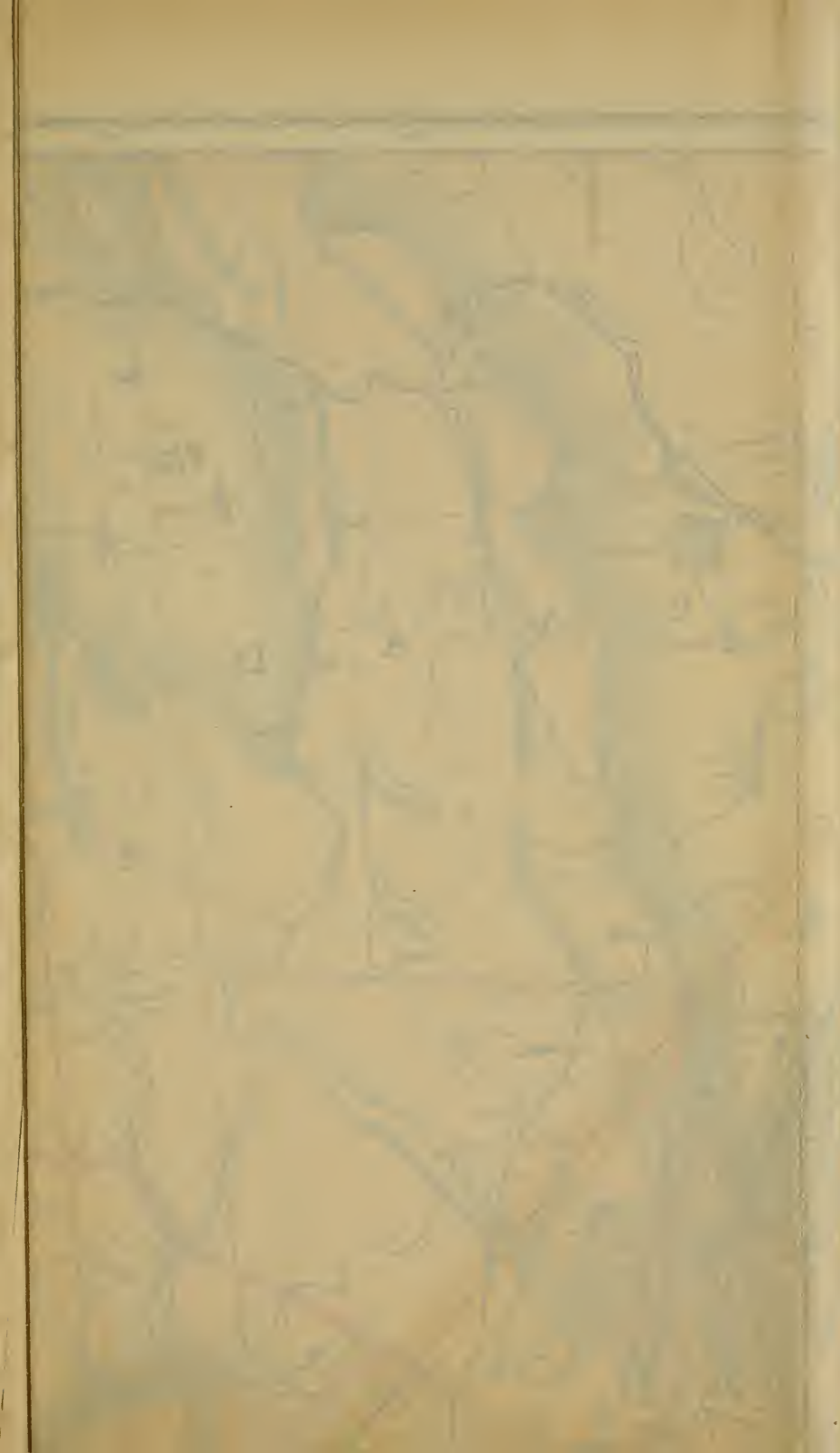
OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1908.

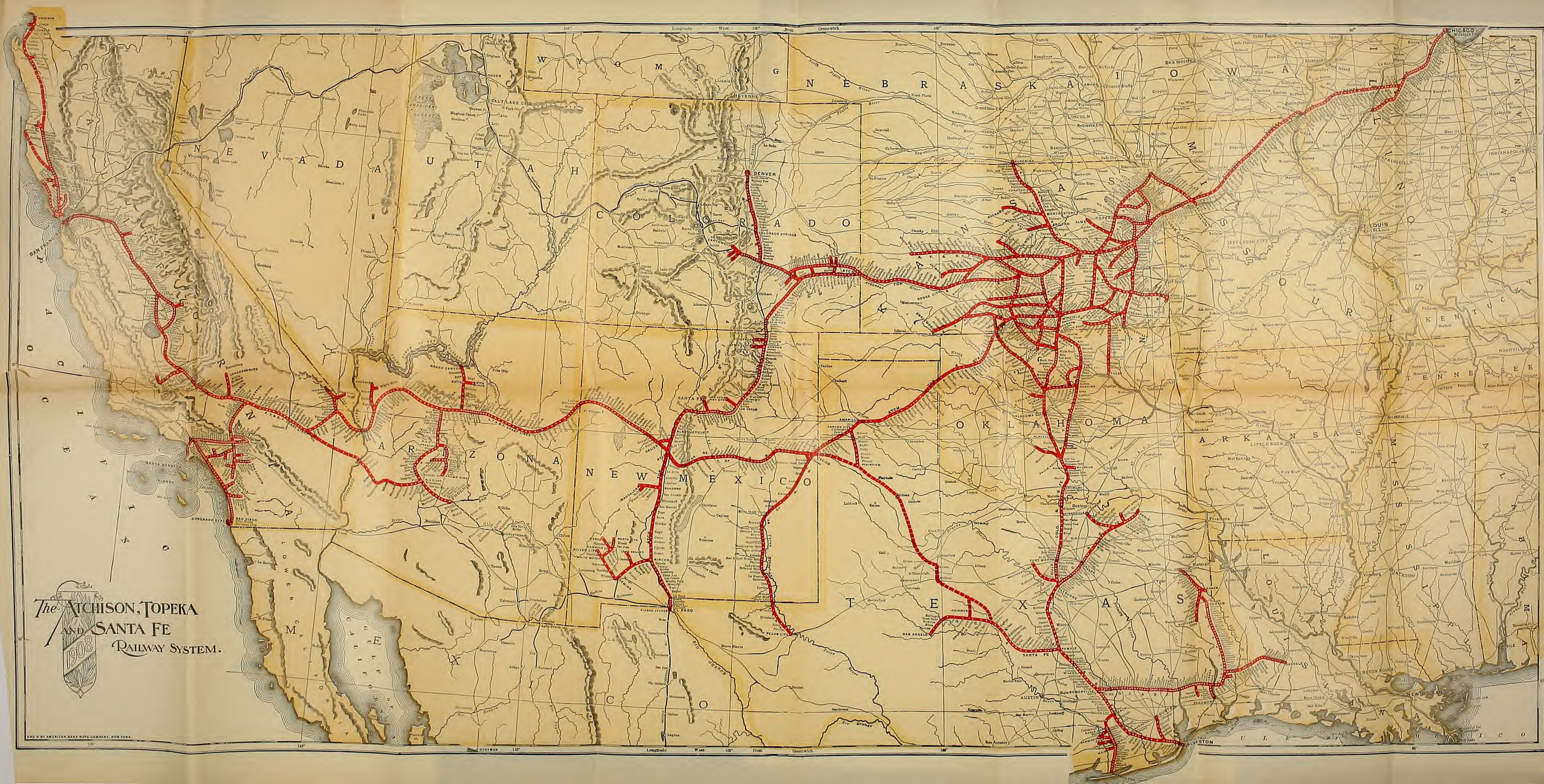






The ATCHISON, TOPEKA  
AND SANTA FE  
RAILWAY SYSTEM.

1908  
MADE BY AMERICAN BANK NOTE COMPANY, NEW YORK.





1908

THIRTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1908.

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C. G. BURGOYNE, SPRING AND CROSBY STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1908.

1908.	1909.
EDWARD J. BERWIND, New York.	BENJAMIN P. CHENEY, Boston.
HENRY C. FRICK, Pittsburg.	PAUL MORTON, New York.
ANDREW C. JOBES, Wichita.	HENRY H. ROGERS, New York.
JOHN G. McCULLOUGH, Vermont.	
1910.	1911.
HOWEL JONES, Topeka.	H. RIEMAN DUVAL, New York.
EDWARD P. RIPLEY, Chicago.	THOMAS P. FOWLER, New York.
BYRON L. SMITH, Chicago.	CHARLES S. GLEED, Topeka.
CHARLES STEELE, New York.	VICTOR MORAWETZ, New York.

## Executive Committee.

VICTOR MORAWETZ, Chairman.

EDWARD J. BERWIND,	EDWARD P. RIPLEY,
THOMAS P. FOWLER,	HENRY H. ROGERS,
PAUL MORTON,	CHARLES STEELE.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
J. W. KENDRICK,	-	<i>Second Vice-President,</i>	-	-	-	Chicago.
G. T. NICHOLSON,	-	<i>Third Vice-President,</i>	-	-	-	Chicago.
W. B. JANSEN,	-	<i>Fourth Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to the President,</i>	-	-	-	San Francisco.
WALKER D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>	-	-	-	Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
H. W. GARDINER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, Jr.,	-	<i>Western Assistant Secretary</i>	-	-	-	
		<i>and Assistant Treasurer,</i>	-	-	-	Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>General Purchasing Agent,</i>	-	-	-	Chicago.
W. B. STOREY, Jr.,	-	<i>Chief Engineer,</i>	-	-	-	Chicago.
J. E. GORMAN,	-	<i>Freight Traffic Manager,</i>	-	-	-	Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>	-	-	-	Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>	-	-	-	San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.

CHICAGO OFFICE, - 9 JACKSON BOULEVARD.





OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 2, 1908.

*To the Stockholders :*

Your Directors submit the following report for the fiscal year July 1, 1907, to June 30, 1908, inclusive.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, are as follows :

	June 30, 1908.	June 30, 1907.
Atchison, Topeka & Santa Fe Railway..	7,081.45 miles.	7,025.27 miles.
Rio Grande & El Paso Railroad.....	20.17 “	20.17 “
Gulf, Colorado & Santa Fe Railway.....	1,518.18 “	1,490.81 “
Eastern Railway of New Mexico System	428.33 “	427.54 “
Santa Fe, Prescott & Phoenix Railway..	257.40 “	257.32 “
Southern Kansas Railway of Texas.....	125.07 “	129.17 “
Total.....	<u>9,430.60 “</u>	<u>9,350.28 “</u>

The average mileage operated during the fiscal year ending June 30, 1908, was 9,415.01 miles. The total increase of mileage of the above lines was 80.32 miles. The increase in the average number of miles operated compared with the average of the preceding fiscal year was 141.86 miles.

In addition to lines covered by this report the Company had completed on June 30, 1908, that portion of the Eastern Railway of New Mexico lying between Texico and Rio Puerco, New Mexico, consisting of 278.46 miles, including branches, and the Arkansas Valley extension, consisting of 106.56 miles, all of which will be included in the operated mileage after June 30, 1908. There were constructed 110.74 miles of additional line which, however, were not ready for operation on July 1, 1908.

The Company also controls through ownership of stock and bonds other lines aggregating 140.82 miles and is interested jointly with other Companies in 541.21 miles.

For a detailed statement of present mileage and of changes in mileage since last annual report, see pages 42 to 47.

## INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1907 and 1908 :

	1907.	1908.
Total operating revenues.....	\$94,343,307 50	\$90,617,796 38
Income from other sources.....	757,361 39	671,974 23
Income from all sources.....	\$95,100,668 89	\$91,289,770 61
Operating expenses, including taxes, rentals, hire of equipment, advances to sub- sidiary companies and other charges...	62,444,010 37	65,031,582 67
	\$32,656,658 52	\$26,258,187 94
Fixed charges, including accrued interest on Adjustment Bonds.....	11,487,934 70	12,579,301 77
Balance.....	\$21,168,723 82	\$13,678,886 17

From the net income for the year the following sums have been deducted :

## DIVIDENDS ON PREFERRED STOCK—

No. 19 (2½%) paid Feb. 1, 1908.....	\$2,854,345 00
No. 20 (2½%) paid Aug. 1, 1908.....	2,854,345 00
	\$5,708,690 00

## DIVIDENDS ON COMMON STOCK—

No. 14 (3%) paid Dec. 2, 1907.....	\$3,088,695 00
No. 15 (2½%) paid June 1, 1908.....	2,573,912 50
	5,662,607 50
Appropriation for Fuel Reserve Fund.....	81,378 07
Additions and Betterments written off.....	340,331 53
	11,793,007 10
Surplus carried to Profit and Loss .....	\$ 1,885,879 07
Surplus to credit of Profit and Loss June 30, 1907.....	20,066,874 36
Amount written off property accounts in respect of ex- penses and discount on bond sales.....	975,210 33
Grade Revision Work—Aban- doned Line.....	618,306 46
Deductions in Profit and Loss Account—net.....	6,371 14
	1,599,887 93
	18,466,986 43
Surplus to credit of Profit and Loss, June 30, 1908.....	\$20,352,865 50

NOTE—The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with Classification of Operating Revenues and Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1907.

Income from other sources than earnings from operation consisted of interest on cash in banks and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$145,616.00 in cash was received as the net proceeds of sales of land embraced in the Santa Fe Pacific Land Grant, but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

### CAPITAL, STOCK AND FUNDED DEBT.

There have been no changes in the Capital Stock during the fiscal year.

The outstanding funded debt of the System  
(deducting bonds in treasury) amounted on  
June 30, 1907, to..... \$284,171,550

The following changes in the Funded Debt occurred during the year :

#### Obligations Issued :

General Mortgage.....	\$ 4,000,000	
Convertible 5% Bonds.....	26,056,000	
Eastern Oklahoma Division.....	3,475,000	
		<u>\$ 33,531,000</u>

#### Obligations Purchased or Retired :

Serial Debenture Bonds, Series F.	\$2,235,000	
Miscellaneous Divisional Bonds...	13,130	
		<u>2,248,130</u>

Increase of Funded Debt .....	<u>\$ 31,282,870</u>
-------------------------------	----------------------

Total System Funded Debt outstanding June 30, 1908 .....	<u>\$315,454,420</u>
--	----------------------

Interest charges for the year ending June 30, 1909  
(including interest on \$17,000,000 of this Company's Trans-

continental Short Line First Mortgage Four Per Cent. Fifty-Year Gold Bonds issued after June 30, 1908), will be approximately \$13,626,300, or an average monthly charge of about \$1,135,525.

### CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The expenditures during the fiscal year chargeable to Capital Account for the construction and acquisition of additional railways, equipment and other properties and for additions and betterments, amounted in the aggregate to \$22,414,736.56.

These expenditures may be summarized as follows :

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway companies :

Atchison, Topeka & Santa Fe Ry.....	\$ 366,849 25
Arizona & California Ry.....	580,014 82
Barnwell & Searchlight Ry.....	8,474 38
Eastern Ry. of New Mexico.....	1,518,551 23
Grand Canyon Ry.....	73,834 40
Gulf, Beaumont & Kansas City Ry.....	275 00
Jasper & Eastern Ry.....	290,752 86
Santa Fe, Prescott & Phoenix Ry.....	977 71
Texas & Gulf Ry.....	163,559 73
Total .....	<u>\$3,003,289 38</u>

#### DEDUCTIONS.

San Francisco Terminal Property...	\$17,939 79
Sunset Railroad.....	471 78
Western Oklahoma Ry.....	2,265 33
Yosemite Transportation Co.....	12,000 00
	<u>31,776 90</u>
	\$2,971,512 48
Right of Way, Station Grounds and Real Estate...	300,569 61
Widening Cuts and Fills, including Protection of Banks .....	170,689 20
Grade Revisions and Changes of Line.....	2,245,850 79
Bridges, Trestles and Culverts .....	<u>452,852 40</u>
Carried Forward.....	\$6,141,474 48



<i>Brought Forward</i> .....	\$6,141,474	48
Ballast, including cost of spreading and putting under track .....	343,023	14
Additional Main Tracks.....	2,031,887	23
Sidings and Spur Tracks.....	662,637	42
Terminal Yards.....	712,926	69
Track Elevation, Elimination of Grade Crossings and Improvements of Over and Under Grade Crossings .....	102,177	91
Interlocking, Block and Other Signal Apparatus..	122,613	71
Buildings and Shops.....	2,201,681	75
Shop Machinery and Tools.....	185,261	42
Additional Equipment.....	9,195,435	04
Betterments of Equipment .....	631,214	63
Other Additions and Betterments.....	175,750	42
Miscellaneous Items.....	91,347	28
	<u>\$22,414,736</u>	56

## DEDUCTIONS.

Chanslor-Canfield		
Midway Oil Co.....	\$400,000	00
<i>Less: Expenditures</i>		
during year.....	339,000	00
	<u>        </u>	\$ 61,000 00
Santa Fe Pacific Lands sold.....	145,616	00
Additions and Betterments written off	340,331	53
	<u>        </u>	546,947 53
Net Increase in Capital Account during the year		
(See Exhibits B and C, pages 29 and 30).....	\$21,867,789	03

The sum of \$400,000 out of Fuel Reserve Fund was applied to reimburse the treasury to that extent in respect of the cost of the stock of the Chanslor-Canfield Midway Oil Company and this sum was written off the book value of those shares.

Credits in italics.

## MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$3,443,884 82	\$534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05
1907.....	9,273.15	11,779,846 64	1,270 32
1908.....	9,415.01	14,246,621 44	1,513 18

In the above table, work equipment repairs, renewals and depreciation charges are included, but insurance, charges for equipment borrowed, and credits, for equipment loaned are not included.

For the year ending June 30, 1908, maintenance charges, including renewals and depreciation, averaged as follows :

Per locomotive .....	\$3,713 91
Per locomotive mile.....	.1374
Per passenger car, including mail and express.....	1,040 03
Per passenger car mile.....	.0111
Per freight car.....	105 54
Per freight car mile.....	.0100

The foregoing average maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment charged to Superintendence, Shop Machinery and Tools, Stationery and Printing, Other Expenses and Main-

taining Joint Equipment at Terminals. Expenditures for insurance, charges for equipment borrowed, and credits for equipment loaned are not included.

The amount to the credit of the Rolling Stock Replacement Fund June 30, 1907, as shown in the last Annual Report was..... \$155,037 71

The following sums were credited to the fund during the year :

Estimated depreciation accrued..	\$2,011,770 08	
Renewal charges .....	255,815 17	
Salvage.....	124,269 91	
Cash collected for equipment sold and equipment destroyed on foreign lines including insur- ance collections.....	77,376 77	
	<u>2,469,231 93</u>	

Making a total fund available for the acquisition of new equipment.....\$2,624,269 64

The following equipment was acquired during the year by the use of this replacement fund:

35 Locomotives..	\$ 767,870 97	
1,126 Freight-train cars.....	1,512,388 65	
9 Passenger-train cars.....	106,637 78	
4 Miscellaneous cars.....	3,306 23	
	<u>2,390,203 63</u>	

Leaving unexpended balance to the credit of the Rolling Stock Replacement Fund June 30, 1908 ..... \$234,066 01

The following charges were made to Additions and Betterments in respect of additional equipment purchased during the year :

46 Locomotives.....	\$1,003,971 15
5,440 Freight-train cars .....	7,484,801 43
49 Passenger-train cars.....	541,650 73
7 Miscellaneous cars.....	77,459 99
1 Tug boat.....	87,551 74
	<u>\$9,195,435 04</u>

There was also charged to Construction \$70,541.56 on account of the cost of fifty-one Miscellaneous cars purchased during the year and payments made for similar equipment received during the previous year.

A statement of the locomotives in service and of their tractive power will be found on page 38.

### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses, for Maintenance of Way and Structures, during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$6,282,923 15	\$975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18
1907.....	9,273.15	15,286,062 66	1,648 42
1908.....	9,415.01	14,120,828 02	1,499 82

In the above table, insurance, work equipment repairs, renewals and depreciation are not included.



## COMPARISON OF OPERATING RESULTS.

The following is a statement of revenues and expenses of the System for the fiscal year ending June 30, 1908, in comparison with the previous year :

	Year Ending June 30, 1908.	Year Ending June 30, 1907.	Increase.	Decrease.
<b>OPERATING REVENUES :</b>				
Freight.....	\$61,848,638 51	\$66,173,517 72	.....	\$4,324,879 21
Passenger.....	21,643,427 49	21,171,629 08	\$471,798 41	.....
Mail and Express.....	4,939,329 82	5,320,391 26	.....	381,061 44
Miscellaneous.....	2,186,400 56	1,677,769 44	508,631 12	.....
Total Operating Revenues..	\$90,617,796 38	\$94,343,307 50	.....	\$3,725,511 12
<b>OPERATING EXPENSES :</b>				
Maintenance of Way and Structures.....	\$14,414,875 28	\$15,971,732 60	.....	\$1,556,857 32
Maintenance of Equipment...	14,376,338 12	12,398,159 18	\$1,978,178 94	.....
Traffic Expenses.....	1,796,691 32	1,767,126 56	29,564 76	.....
Transportation Expenses.....	28,487,035 15	26,867,503 23	1,619,531 92	.....
General Expenses.....	1,749,023 74	1,766,182 45	.....	17,158 71
Total Operating Expenses..	\$60,823,963 61	\$58,770,704 02	\$2,053,259 59	.....
Net Operating Revenues.....	\$29,793,832 77	\$35,572,603 48	.....	\$5,778,770 71
Ratio of Operating Expenses to Operating Revenues.....	67.12	62.29	4.83	.....

The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Classifications of Operating Revenues and Operating Expenses as prescribed by the Interstate Commerce Commission effective July 1, 1907.

The following averages are deduced from tables set forth on pages 36 and 39.

The average tons of freight per loaded car mile increased from 18.40 to 19.29, or 4.84 per cent.

The average tons of freight carried per freight-train mile increased from 365.10 to 366.54, or .39 per cent.

The average freight revenue per freight-train mile decreased from \$2.93 to \$2.84, or 3.07 per cent.

The average passenger revenue per passenger-train mile increased from \$1.13 to \$1.17, or 3.54 per cent.

The average passenger-train revenue per passenger-train mile increased from \$1.41 to \$1.43, or 1.42 per cent.

The tons of freight carried one mile (revenue and company) decreased 174,917,706, or 2.14 per cent., while freight-car mileage (loaded and empty) decreased 29,259,543, or 4.77 per cent., and freight-train mileage (freight and mixed) decreased 564,978, or 2.53 per cent.

The number of passengers carried one mile increased 59,128,468, or 6.10 per cent., while passenger-car mileage increased 1,707,238, or 1.57 per cent., and the passenger-train mileage (passenger and mixed) decreased 160,895, or .86 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896 :

Fiscal Year Ending June 30.	Average Miles Operated.	Earnings, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Fixed Interest Charges.	Adjustment Bond Interest.	Surplus.
1897..... } 18 mos. }	6,443.81	\$44,541,689.81	\$36,038,455.30	\$6,900,007.91	\$1,540,380.00	\$ 62,846.60
1898.....	6,936.02	39,396,126.41	30,524,179.15	4,992,148.30	2,053,840.00	1,825,958.96
1899.....	7,032.62	40,762,933.47	29,353,618.11	5,188,132.00	2,053,840.00	4,167,343.36
1900.....	7,341.34	46,498,899.04	29,434,048.13	5,291,326.50	2,053,840.00	9,719,684.41
1901.....	7,807.31	54,807,379.78	34,510,665.40	5,776,970.83	2,053,840.00	12,465,903.55
1902.....	7,855.38	60,275,944.33	30,272,432.45	6,385,145.00	2,053,840.00	15,564,526.88
1903.....	7,965.13	63,668,390.99	40,635,576.48	7,080,645.24	2,053,840.00	13,898,329.27
1904.....	8,179.59	69,419,975.41	44,641,434.10	7,364,930.00	2,053,840.00	15,359,771.31
1905.....	8,305.40	69,189,739.65	47,835,883.50	7,557,670.09	2,053,840.00	11,742,346.06
1906.....	8,433.99	79,390,749.05	51,035,355.71	8,568,344.22	2,053,840.00	17,733,209.12
1907.....	9,273.15	94,436,574.68	61,779,916.16	9,434,094.70	2,053,840.00	21,168,723.82
1908.....	9,415.01	91,289,770.61	65,031,582.67	10,525,461.77	2,053,840.00	13,678,886.17

The following statement shows the gross operating revenues of the System Lines (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896 :

Year Ending June 30.	Gross Operating Revenues.	Average per Mile of Road.
1897.....	\$30,621,230 10	\$4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900.....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902.....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904.....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55
1907.....	93,683,406 91	10,102 65
1908.....	90,617,796 38	9,624 82

The following statement shows the development of the freight and passenger revenues of the System since July 1, 1896 :

Year Ending June 30.	Freight Revenue.	Passenger Revenue.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56
1907.....	65,500,309 42	21,171,629 08
1908.....	61,848,638 51	21,643,427 49

### TREASURY.

Neither this company nor any of its auxiliaries has any notes or bills outstanding.

The company held in its treasury at the close of the fiscal year \$9,407,865.15 cash and had available about \$3,765,000 General Mortgage bonds, including bonds not yet certified by the Trustee. The company also had in its treasury and un-

pledged \$17,000,000 of the bonds of The Eastern Railway Company of New Mexico and a large amount of stocks and bonds of other companies of which part are carried in the balance sheet as Investments and part are included under "Railroads, Franchises and Other Property."

In order to convert the \$17,000,000 of bonds of The Eastern Railway Company of New Mexico into a more marketable security, an arrangement was made pursuant to which these bonds were cancelled and the mortgage securing the same was released and The Eastern Railway Company of New Mexico, by an indenture dated July 1, 1908, mortgaged its railways and other properties, to secure an issue of Transcontinental Short Line First Mortgage Four Per Cent. Fifty-Year Gold bonds of The Atchison, Topeka & Santa Fe Railway Company. Of this issue of bonds \$17,000,000 are to be certified and delivered to this company in consideration of the \$17,000,000 of bonds of The Eastern Railway Company of New Mexico surrendered for cancellation and the remaining \$13,000,000 are to be certified from time to time to reimburse the Atchison Company, at par, for advances to be made to The Eastern Railway Company of New Mexico for the extension of its lines and for other capital expenditures. While the bonds to be issued under this indenture are the direct obligations of the Atchison Company, The Eastern Railway Company of New Mexico has obligated itself to pay the principal and interest of the bonds.

The bonds will be secured by a first mortgage on the railways of The Eastern Railway Company of New Mexico, comprising at present 488.79 miles of railway and all the bonds and nearly all the capital stock of The Pecos and Northern Texas Railway Company, and of The Pecos River Railroad Company, which own 206.27 miles of railway. The authorized issue of these bonds is limited to \$30,000,000, and is further limited to



\$25,000 per mile of main track railway (not including second or additional tracks, passing tracks and side tracks) which shall be owned by The Eastern Railway Company of New Mexico subject to the mortgage, or by some other company of which all the mortgage bonds and two-thirds of the capital stock shall have been deposited with the trustee under the mortgage.

The \$17,000,000 of Transcontinental Short Line bonds to be presently issued were sold after the close of the fiscal year covered by this report and, therefore, the transaction does not appear in the accounts herewith submitted.

#### FUEL RESERVE FUND.

The dividends received from sundry fuel companies have been added to this fund, and certain payments for oil and coal properties have been deducted therefrom.

Amount to credit of Fund June 30, 1907 .....	\$578,945 78
Added during the year.....	82,074 44
	<u>\$661,020 22</u>
Deductions referred to below .....	505,593 32
In Fund June 30, 1908 .....	<u>\$155,426 90</u>

On June 30, 1908, there remained in the treasury of the Cherokee & Pittsburg Coal & Mining Company an unexpended surplus amounting to \$173,529.94, so that the total amount available for replacement of fuel properties in which your company is interested is \$328,956.84.

The deductions from the Fuel Reserve Fund consist of \$400,000, transferred to the general cash account and written off the value of the stock of the Chanslor-Canfield Midway Oil Company (see Exhibit C, page 30), and \$105,593.32, which, with part of the surplus earnings of the Cherokee & Pittsburg Coal & Mining Company, was applied to the acquisition of additional coal lands in southeastern Kansas.

## ARIZONA &amp; CALIFORNIA RAILWAY.

The bridge over the Colorado River costing approximately \$580,000 was completed during the year, and an extension of this line west to a junction with your main line in California can be pushed when conditions warrant further construction.

HOLLY & SWINK RAILWAY AND ARKANSAS  
VALLEY RAILROAD.

These lines in the beet sugar district of the Arkansas Valley in the State of Colorado, which were referred to in the last Annual Report, were completed during the year and opened for traffic July 1, 1908.

## TRANSCONTINENTAL SHORT LINE.

## EASTERN RAILWAY OF NEW MEXICO.

As set forth in previous Annual Reports, The Eastern Railway Company of New Mexico was formed for the purpose of creating a low-grade short line for transcontinental traffic of the Atchison System. The Eastern Railway Company of New Mexico has now practically completed its line from Rio Puerco to Texico, New Mexico, a distance of 265.93 miles, a branch from Clovis to Cameo, in New Mexico, 8.97 miles, and a branch from Dalies to Sandia, 3.56 miles.

Heavy work has been carried on throughout the year in reducing grades and curvature of the existing line between Texico, New Mexico, and Mulvane, Kansas, as this line is to be used in connection with the new Transcontinental Short Line. The line between Rio Puerco and Texico was opened for traffic on July 1, 1908, and it is expected that, before the close of the current year, the bulk of the transcontinental freight traffic of your system will be carried over the new Short Line.

It is contemplated, when conditions are more satisfactory, to construct an extension of the railway of The Pecos & Northern Texas Railway Company (which is part of the system of The Eastern Railway Company of New Mexico) to a point on the Gulf, Colorado & Santa Fe Railway, for the purpose of establishing a low-grade short line, in conjunction with the railways of The Eastern Railway Company of New Mexico and of the Atchison Company, for traffic between points on or near the Gulf of Mexico and the Pacific Coast.

#### JASPER & EASTERN RAILWAY.

That portion of this road, Cravens to Oakdale, Louisiana, a distance of 23.70 miles, referred to in the last Annual Report, was opened for traffic February 9, 1908.

#### TEXAS & GULF RAILWAY.

During the year work was commenced and grading practically completed for an extension of this line from Zuber, Texas, to a connection with the Gulf, Beaumont & Great Northern Railway at Center, Texas.

#### BUSINESS CONDITIONS.

During the first six months of the fiscal year the business offered was rather more than could be promptly or economically handled, but this was accompanied by exceedingly heavy expenses, resulting in large decreases of net operating revenues.

Beginning with January, the monthly gross earnings began to fall off seriously and have continued to do so. The loss of \$4,324,879.21 in gross freight earnings may be accounted for, in the main, by a shortage of wheat and cotton crops, which caused a loss of about \$2,250,000, and by a reduction of traffic in miscellaneous merchandise and manufactured articles, which caused a loss of about \$2,000,000.

The recession of business found your Company engaged in extensive construction and improvement work, some of which was so far advanced that it could not be suspended without great loss. Such work, therefore, was vigorously pushed and substantially completed, although this resulted in a heavy increase of operating expenses. Other construction and improvement work, although highly desirable from the standpoint of economy of operation and good service to the public, was suspended and will not be taken up again until conditions improve.

In the last Annual Report your Directors expressed the hope that the public would recognize that its recent attitude toward railway companies in general has been unjust to their stockholders and bondholders, and also that unless the confidence of investors in the security and stability of railway investments is restored it will be impossible to obtain the additional railway facilities which the country needs. There are indications that the thinking public has begun to appreciate that the policy of harassing the railroad companies has gone too far; and it is to be hoped that this will be reflected in the action of those charged with making and administering the laws. But your Directors are still of the opinion that it would not be prudent, at the present time, to expend more capital in new construction, however desirable for the development of the country and for the benefit of the public; and, therefore, for the first time in the history of the Company there are no plans in hand for the construction of extensions.

During the year there have been no advances in rates affecting your property. There have been sundry reductions—some slight, some serious—by order of State and National Commissions, of which a portion are being contested before the Courts.



## TAXES.

Reference to the income statements will disclose the fact that in addition to high prices for labor and material your company was obliged to pay taxes amounting to \$3,244,595.81, being 12.36% of the income applicable to the payment of bond interest and stock dividends, and \$741,945.32 more than during the preceding year. This additional burden is in part due to changes in the laws of several states and in part to increase of the assessed value of your property. Your Directors have no disposition to contest or evade the payment of fair taxes; but if it shall transpire that your property has been taxed unfairly as compared with other property, efforts will be made to have the errors rectified in the courts.

## ACCOUNTING METHODS.

In the last report mention was made of certain changes in Classification of Accounts prescribed by the Interstate Commerce Commission. These rules have been in effect during the year. The most important departure from former practice has been the establishment of an Equipment Depreciation Account. In the case of your company the result has been an additional charge of \$1,029,097.47 to Operating Accounts. It is proper to observe that no uniform practice in this regard has been adopted by the various railroad companies, and that some of them have declined to adopt the theory of the Interstate Commerce Commission as to depreciation of equipment.

The property of your Company has not been permitted to deteriorate notwithstanding the necessity for rigid economy, and was never in better condition.

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Your Directors have to record with deep sorrow the death on March 18, 1908, of Mr. George G. Haven, one of the members of your Board. Mr. Haven was a leader in the reorganization which resulted in the formation of the present corporation in December, 1895. As a Director and member of the Executive Committee of the Board, he took an active part in the management of the Company from the time of its organization until his last illness. His wide experience in large affairs, his sound judgment, his untiring activity and his alertness of mind contributed greatly to the success of your Company.

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Thanks are due to officers and employes for faithful services.

EDWARD P. RIPLEY,  
*President.*

STATEMENTS.







## THE ATCHISON, TOPEKA &amp; SANTA

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El  
 Railway Company of New Mexico. The Pecos & Northern Texas Railway  
 Railway Company and The Southern

## GENERAL BALANCE

Balances June 30, 1907.	ASSETS.		Balances June 30, 1908.
\$490,638,929 58	RAILROADS, FRANCHISES AND OTHER PROP- ERTY, including Stocks, Bonds, etc. (Ex- hibit A).....		\$505,959,077 07
15,320,147 49	EXPENDITURES FOR ADDITIONS AND BETTER- MENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES DURING CURRENT FISCAL YEAR (Exhibit B).....		21,949,817 21
\$505,959,077 07	Total .....		\$527,908,894 28
6,349,770 98	INVESTMENTS, NEW ACQUISITIONS (Exhibit C) ..		6,267,742 80
\$512,308,848 05			\$534,176,637 08
\$11,007,068 05	BALANCE FROM CAPITAL ACCOUNT. ....		\$ 1,591,987 08
6,695,281 43	OTHER INVESTMENTS.....		7,550,691 88
10,681,682 89	MATERIAL AND SUPPLIES.....		14,639,058 49
102,105 94	PREPAID INSURANCE PREMIUM .....		137,766 71
578,945 78	GUARANTY TRUST CO. OF NEW YORK: Cash Deposit for Fuel Reserve Fund.....		155,426 90
	ACCOUNTS RECEIVABLE:		
\$1,532,914 40	Traffic Balances.....	\$1,228,586 53	
856,168 40	Agents and Conductors .....	492,474 14	
663,484 58	U. S. Government.....	672,087 09	
4,033,059 32	Miscellaneous .....	3,702,858 34	
7,085,626 70			6,096,006 10
8,215,421 35	CASH ON HAND AND IN BANK.....		9,407,865 15
\$44,366,132 14			\$39,578,802 31

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's system satisfactory certificates from the Trustees as to the securities pledged under the different mortgages, New York, September 15, 1908.



## FE RAILWAY COMPANY—SYSTEM.

Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix Kansas Railway Company of Texas.

SHEET JUNE 30, 1908.

Balances June 30, 1907.	LIABILITIES.		Balances June 30, 1908.
\$217,130,230 00	CAPITAL STOCK: Outstanding (Exhibit D).....		\$217,130,230 00
284,171,550 00	FUNDED DEBT: Bonds outstanding (Exhibit E).....		315,454,420 00
<i>11,007,068 05</i>	<i>Balance carried down.....</i>		<i>1,591,987 08</i>
\$512,308,848 05			\$534,176,637 08
\$ 234,442 33	BRIDGE RENEWAL FUND.....		\$ 264,679 98
	FUEL RESERVE FUND: The Atchison, Topeka & Santa Fe Ry. Co... Cherokee & Pittsburg C. & M. Co.....	\$154,730 53 696 37	
575,945 78			155,426 90
873,426 73	RAIL RENEWAL FUND.....		1,150,063 45
155,037 71	ROLLING STOCK REPLACEMENT FUND.....		234,066 01
732,613 89	TIE RENEWAL FUND.....		831,013 18
	DIVIDENDS ON PREFERRED AND COMMON STOCK: No 20 on Preferred Stock, payable August 1, 1908.....	\$2,854,345 00 22,942 75	
2,877,287 75	Unclaimed Dividends.....	30,780 75	2,885,125 75
1,117,044 04	ACCRUED TAXES NOT YET DUE.....		1,494,138 87
	INTEREST ON FUNDED DEBT: Accrued, not due..... Coupons not presented.....	\$3,845,314 60 309,261 67	
4,013,559 59			4,154,576 27
	ACCOUNTS PAYABLE: Pay Rolls..... Audited Vouchers..... Traffic Balances..... Miscellaneous.....	\$2,717,631 38 3,117,235 97 982,253 61 1,189,725 44	
13,666,899 96			8,006,846 40
50,000 00	PRIOR ACCOUNTS IN LIQUIDATION.....		50,000 00
20,066,574 36	PROFIT AND LOSS: Surplus.....		20,352,865 50
\$44,366,132 14			\$39,578,802 31

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE & CO., Auditors.

GENERAL BALANCE SHEET—EXHIBIT A.  
RAILROADS, FRANCHISES AND OTHER PROPERTY.

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Amount June 30, 1907, as published in Annual Report.....	\$490,638,929 58
Expenditures for Construction and Equipment during Fiscal	
Year ending June 30, 1907.....	15,320,147 49
	<hr/>
	\$505,959,077 07

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GENERAL BALANCE SHEET—EXHIBIT B.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES  
DURING FISCAL YEAR ENDING JUNE 30, 1908.

	Additions and Betterments.	Construction.	Other Expenditures.	Total.
Atchison, Topeka & Santa Fe Ry.....	\$ 6,622,787 56	\$ 366,849 25	\$ 70,781 48	\$ 6,979,435 33
Atchison, Topeka & Santa Fe Ry (Coast Lines).....	2,463,335 33	.....	.....	2,463,335 33
Arizona & California Ry.....	.....	580,014 82	.....	580,014 82
Barnwell & Searchlight Ry.....	.....	8,474 38	.....	8,474 38
Bradshaw Mountain R. R.....	.....	.....	.....	471 93
Cane Belt R. R.....	2,297 07	.....	.....	2,297 07
Eastern Ry. of New Mexico System.....	270,773 26	1,518,051 23	500 00	1,789,324 49
Gulf, Beaumont & Great Northern Ry.....	3,272 28	.....	.....	3,272 28
Gulf, Beaumont & Kansas City Ry.....	5,637 52	.....	275 00	5,912 52
Gulf, Colorado & Santa Fe Ry.....	337,285 19	.....	.....	337,285 19
Jasper & Eastern Ry.....	.....	230,752 86	.....	230,752 86
Prescott & Eastern R. R.....	547 44	.....	.....	547 44
San Francisco Terminal Property.....	.....	.....	17,939 70	17,939 70
Santa Fe Pacific R. R.....	.....	.....	1,335 00	1,335 00
Santa Fe, Prescott & Phoenix Ry.....	150,922 48	.....	377 71	151,300 19
Santa Fe Land Improvement Co.....	8,988,639 48	.....	.....	8,988,639 48
Southern Kansas Ry. of Texas.....	669,545 68	.....	.....	669,545 68
Texas & Gulf Ry.....	.....	163,559 73	.....	163,559 73
Western Oklahoma Ry.....	.....	2,265 33	.....	2,265 33
	\$19,594,571 36	\$2,925,436 94	\$24,243 56	\$22,435,761 74
DEDUCTIONS:				
Land Sales during Fiscal Year.....	.....	.....	.....	.....
Additions and Betterments written off.....	.....	.....	\$145,616 00	.....
	.....	.....	340,331 53	\$ 485,947 53
Credits in Italics.				\$21,949,817 21



## GENERAL BALANCE SHEET—EXHIBIT C.

## INVESTMENTS—NEW ACQUISITIONS.

Expenditures to June 30, 1907, as shown in Annual Report.....	\$6,349,770 98
Deductions during the Fiscal Year ending June 30, 1908:	
Santa Fe Land Improvement Co.:	
Chanslor-Canfield Midway Oil Co.....	\$400,000 00
Texas Tie & Lumber Preserving Co.....	82,390 80
Yosemite Transportation Co.....	12,000 00
Sunset Railroad.....	471 78
	<u>\$494,862 58</u>
Expenditures:	
Grand Canyon Railway.....	\$ 73,834 40
Santa Fe Land Improvement Co.	
Chanslor-Canfield Midway Oil Co.	339,000 00
	<u>412,834 40</u>
	83,028 18
	<u>\$6,267,742 80</u>

## GENERAL BALANCE SHEET—EXHIBIT D.

## CAPITAL STOCK, JUNE 30, 1908.

	Issued.*	In Treasury.	Outstanding.
Common.....	\$103,001,000	\$44,500	\$102,956,500
Preferred.....	114,199,530	25,800	114,173,730
	<u>\$217,200,530</u>	<u>\$70,300</u>	<u>\$217,130,230</u>

## GENERAL BALANCE SHEET—EXHIBIT E.

## FUNDED DEBT, JUNE 30, 1908.

Class of Bond.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage—				
Due October 1, 1995.....	4%	\$ 152,562,500	\$1,928,000	\$150,634,500
Adjustment Mortgage—				
Due July 1, 1995.....	4%	51,723,000	332,000	51,346,000
Convertible Bonds—				
Due June 1, 1955.....	4%	48,710,000	996,000	47,714,000
Convertible Bonds—				
Due June 1, 1917.....	5%	26,056,000	.....	26,056,000
Serial Debentures—				
\$2,500,000, due February 1				
of each year.....	4%	15,000,000	.....	15,000,000
Eastern Oklahoma Division—				
Due March 1, 1928.....	4%	9,603,000	.....	9,603,000
San Francisco & San Joaquin				
Valley Ry.—				
Due October 1, 1940.....	5%	6,000,000	.....	6,000,000
Chicago & St. Louis Ry.—				
Due March 1, 1915.....	6%	1,500,000	.....	1,500,000
Santa Fe, Prescott & Phoenix				
Ry.—				
Due September 1, 1942.....	5%	4,940,000	.....	4,940,000
Miscellaneous Divisional Bonds		2,661,850	930	2,660,920
		<u>\$318,761,350</u>	<u>\$3,306,930</u>	<u>\$315,454,420</u>

\* Not including \$17,236,470 Preferred Stock placed in special trust for certain purposes by the Reorganization Committee and not used.

**OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUES FOR YEARS  
ENDING JUNE 30, 1908 AND 1907.**

	1908.	1907.
<b>OPERATING REVENUES.</b>		
FREIGHT .....	\$61,848,638 51	\$66,173,517 72
PASSENGER .....	21,643,427 49	21,171,629 08
MAIL, EXPRESS AND MISCELLANEOUS .....	7,125,730 38	6,998,160 70
TOTAL OPERATING REVENUES .....	\$90,617,796 38	\$94,343,307 50
<b>OPERATING EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Superintendence .....	\$ 848,023 66	\$ 767,589 56
Ballast .....	146,376 08	173,456 32
Ties .....	2,569,599 89	2,386,136 77
Rails .....	917,531 94	817,184 96
Other Track Material .....	795,928 60	1,357,186 84
Roadway and Track .....	5,255,744 28	5,949,097 19
Removal of Snow, Sand and Ice .....	33,077 31	41,608 94
Tunnels .....	156,413 60	114,622 97
Bridges, Trestles and Culverts .....	1,107,356 47	1,580,316 95
Over and Under Grade Crossings .....	10,238 53	5,955 79
Grade Crossings, Fences, Cattle Guards and Signs .....	189,509 17	224,070 58
Snow and Sand Fences and Snow Sheds .....	1,477 81	404 29
Signals and Interlocking Plants .....	158,840 53	91,088 47
Telegraph and Telephone Lines .....	142,900 53	162,402 08
Buildings, Fixtures and Grounds .....	1,496,489 32	1,660,861 01
Docks and Wharves .....	51,829 61	39,781 37
Roadway Tools and Supplies .....	161,350 18	114,338 31
Work Equipment—Repairs .....	163,531 54	} 222,918 66
“ “ —Renewals .....	6,841 07	
“ “ —Depreciation .....	21,431 17	
Injuries to Persons .....	67,187 43	65,580 21
Stationery and Printing .....	17,102 66	9,465 18
Insurance .....	102,243 48	88,924 36
Other Expenses .....	7,237 45	15,468 88
Maintaining Joint Tracks, Yards and Other Facilities—Dr. ....	146,147 90	206,577 97
Maintaining Joint Tracks, Yards and Other Facilities—Cr. ....	<i>159,574 93</i>	<i>123,305 06</i>
Total .....	\$14,414,875 28	\$15,971,732 60
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence .....	\$ 433,664 83	\$ 419,224 38
Steam Locomotives—Repairs .....	5,771,935 11	} 5,252,384 15
“ “ —Renewals .....	716,752 94	
“ “ —Depreciation .....	1,000,377 04	
Passenger-Train Cars—Repairs .....	6,382 16	} 1,027,171 05
“ “ —Renewals .....	150,007 17	
“ “ —Depreciation .....	4,158,075 67	
Freight-Train Cars—Repairs .....	242,591 94	} 4,776,086 16
“ “ —Renewals .....	1,105,379 87	
“ “ —Depreciation .....	46,273 56	
Floating Equipment—Repairs .....	18,198 93	} 22,113 75
“ “ —Renewals .....	290,832 32	
“ “ —Depreciation .....	50,052 27	
Shop Machinery and Tools .....	48,988 80	39,481 61
Injuries to Persons .....	127,472 06	100,485 27
Stationery and Printing .....	31,423 68	36,253 29
Insurance .....	12,034 02	17,050 13
Other Expenses .....	642,349 94	898,675 00
Maintaining Joint Equipment at Terminals—Dr. ....	<i>28,202 65</i>	<i>14,564 57</i>
Equipment Borrowed—Dr. ....	<i>448,301 54</i>	<i>539,788 12</i>
Maintaining Joint Equipment at Terminals—Cr. ....		
Equipment Loaned—Cr. ....		
Total .....	\$14,376,338 12	\$12,398,159 18

Credits in italics.

The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Classifications of Operating Revenues and Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1907.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUES FOR  
YEARS ENDING JUNE 30, 1908 AND 1907.—*Continued.*

	1908.	1907.
<b>TRAFFIC EXPENSES:</b>		
Superintendence .....	\$ 406,616 89	\$ 256,656 53
Outside Agencies .....	808,310 64	789,713 12
Advertising .....	346,289 58	343,673 35
Traffic Associations .....	30,838 92	31,696 16
Industrial and Immigration Bureaus .....	47,233 41	26,752 46
Stationery and Printing .....	155,293 33	215,692 15
Insurance .....	427 44	352 66
Other Expenses .....	1,681 11	2,590 13
Total .....	\$1,796,691 32	\$1,767,126 56
<b>TRANSPORTATION EXPENSES:</b>		
Superintendence .....	\$ 706,914 38	\$ 645,731 74
Dispatching Trains .....	489,389 63	412,911 33
Station Employees .....	3,636,845 58	3,718,988 48
Weighing and Car-Service Associations .....	72,154 93	53,074 96
Stock Yards and Grain Elevators .....	35,673 90	41,244 19
Station Supplies and Expenses .....	338,084 15	242,277 01
Yard Masters and their Clerks .....	279,059 90	267,960 93
Yard Conductors and Brakemen .....	1,102,055 20	1,165,496 80
Yard, Switch and Signal Tenders .....	43,347 51	50,781 59
Yard Supplies and Expenses .....	9,840 46	7,254 20
Yard Enginemen .....	619,028 46	582,467 85
Enginehouse Expenses—Yard .....	180,078 65	139,322 36
Fuel for Yard Locomotives .....	675,325 92	661,747 97
Water for Yard Locomotives .....	37,464 59	45,547 60
Lubricants for Yard Locomotives .....	14,733 68	26,290 90
Other Supplies for Yard Locomotives ..	16,732 53	16,450 25
Operating Joint Yards and Terminals—Dr. ....	337,043 09	315,181 10
Operating Joint Yards and Terminals—Cr. ....	<i>252,555 43</i>	<i>173,555 40</i>
Road Enginemen .....	3,687,936 21	3,682,633 11
Enginehouse Expenses—Road .....	1,112,631 72	871,859 39
Fuel for Road Locomotives .....	5,988,901 41	5,630,504 94
Water for Road Locomotives .....	690,831 17	576,842 53
Lubricants for Road Locomotives .....	149,915 48	172,848 82
Other Supplies for Road Locomotives .....	146,518 40	139,504 41
Road Trainmen .....	3,788,974 57	3,706,134 02
Train Supplies and Expenses .....	1,170,270 39	1,231,321 91
Interlockers, Block and Other Signals—Operation .....	92,820 34	78,868 74
Crossing Flagmen and Gatemen .....	57,242 73	47,793 54
Drawbridge Operation .....	12,530 27	11,098 24
Clearing Wrecks .....	175,461 39	194,451 67
Telegraph and Telephone—Operation .....	260,583 19	235,151 36
Operating Floating Equipment .....	110,839 95	98,276 42
Stationery and Printing .....	192,604 78	89,413 58
Insurance .....	91,445 55	79,315 96
Other Expenses .....	76,953 83	203,263 17
Loss and Damage—Freight .....	1,565,423 75	784,257 05
Loss and Damage—Baggage .....	12,360 31	6,265 16
Damage to Property .....	99,986 45	111,881 73
Damage to Stock on Right of Way .....	146,494 21	139,079 01
Injuries to Persons .....	469,658 20	546,218 20
Operating Joint Tracks—Dr. ....	52,540 29	56,533 09
Operating Joint Tracks—Cr. ....	<i>62,311 62</i>	<i>45,256 68</i>
Total .....	\$28,487,085 15	\$26,867,503 23

Credits in italics.

The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1907.



OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUES FOR  
YEARS ENDING JUNE 30, 1908 AND 1907.—*Continued.*

	1908.	1907.
GENERAL EXPENSES:		
Salaries and Expenses of General Officers. ....	\$ 251,154 13	\$ 255,798 50
Salaries and Expenses of Clerks and Attendants. ....	803,972 56	682,864 08
General Office Supplies and Expenses. ....	79,117 06	121,496 03
Law Expenses. ....	328,610 50	302,224 72
Insurance. ....	5,695 33	16,794 33
Pensions. ....	16,348 86	829 35
Stationery and Printing. ....	117,911 16	117,073 73
Other Expenses. ....	143,669 41	266,325 17
General Administration Joint Tracks, Yards and Termi- nals—Dr. ....	4,547 75	2,829 42
General Administration Joint Tracks, Yards and Termi- nals—Cr. ....	2,003 02	52 88
Total. ....	\$1,749,023 74	\$1,766,182 45
TOTAL OPERATING EXPENSES. ....	\$60,823,963 61	\$58,770,704 02
NET OPERATING REVENUES. ....	\$29,793,832 77	\$35,572,603 48

The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Classifications of Operating Revenues and Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1907.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR  
ENDING JUNE 30, 1908.

Engineering. ....	\$ 72,401 72
Right of Way and Station Grounds. ....	301,584 25
Real Estate. ....	3,136 53
Grading. ....	2,755,668 69
Tunnels. ....	476,950 33
Bridges, Trestles and Culverts. ....	1,258,018 23
Ties. ....	506,345 78
Rails. ....	686,604 20
Frogs and Switches. ....	75,594 52
Track Fastenings and Other Material. ....	87,856 19
Ballast. ....	267,992 16
Track Laying and Surfacing. ....	525,824 52
Roadway Tools. ....	38 63
Fencing Right of Way. ....	75,206 69
Crossings and Signs. ....	98,045 86
Interlocking and Other Signal Apparatus. ....	123,247 68
Telegraph and Telephone Lines. ....	10,907 59
Station Buildings and Fixtures. ....	736,950 63
General Office Buildings and Fixtures. ....	2,459 07
Shops, Enginehouses and Turntables. ....	647,907 11
Shop Machinery and Tools. ....	186,072 30
Water Stations. ....	450,852 24
Fuel Stations. ....	32,127 34
Grain Elevators. ....	8,089 12
Storage Warehouses. ....	2,999 11
Dock and Wharf Property. ....	8,359 49
Miscellaneous Structures. ....	320,082 67
Earnings and Operating Expenses during Construction. ....	7,155 70
Steam Locomotives. ....	1,044,522 37
Passenger-Train Cars. ....	552,804 24
Freight-Train Cars. ....	8,052,211 76
Work Equipment. ....	89,559 56
Floating Equipment. ....	87,551 74
Other Expenditures. ....	105 11
Total. ....	\$19,534,571 36

Credits in italics.

EXPENDITURES FOR CONSTRUCTION DURING THE YEAR ENDING  
JUNE 30, 1908.

Engineering.....	\$ 80,781 70
Right of Way and Station Grounds.....	12,579 11
Real Estate .....	<i>43,714 36</i>
Grading.....	411,313 16
Tunnels.....	6 88
Bridges, Trestles and Culverts.....	711,078 66
Ties.....	186,691 28
Rails .....	189,478 20
Frogs and Switches.....	15,233 88
Track Fastenings and Other Material.....	33,565 02
Ballast.....	178,659 67
Track Laying and Surfacing .....	261,146 03
Roadway Tools.....	2,455 30
Fencing Right of Way.....	51,678 61
Crossings and Signs.....	4,440 74
Interlocking and Other Signal Apparatus.....	4,545 41
Telegraph and Telephone Lines .....	3,138 56
Station Buildings and Fixtures.....	149,265 23
Shops, Enginehouses and Turntables .....	127,397 54
Shop Machinery and Tools.....	17,968 28
Water Stations.....	166,928 74
Fuel Stations.....	153,339 85
Miscellaneous Structures.....	95,080 79
Transportation of Men and Material.....	3,450 06
Rent of Equipment.....	57,885 07
Repairs of Equipment.....	26,470 59
Earnings and Operating Expenses during Construction .....	<i>63,553 45</i>
Freight-Train Cars .....	<i>1,200 00</i>
Work Equipment.....	71,741 56
Law Expenses.....	1,014 20
Stationery and Printing.....	1,242 16
Insurance.....	318 99
Taxes.....	6,266 93
Other Expenditures.....	13,742 55
Total.....	\$2,925,436 94

Credits in italics.

COMPARISONS BY MONTHS OF OPERATING REVENUES, OPERATING EXPENSES AND NET  
OPERATING REVENUES FOR FISCAL YEARS ENDING JUNE 30, 1908 AND 1907.

		July.	August.	September.	October.	November.	December.	
Operating Revenues	1907	\$7,939,554 91	\$7,988,890 36	\$8,077,118 62	\$8,572,456 97	\$8,021,125 18	\$8,140,482 15	
	1906	6,670,818 49	7,261,437 75	7,425,809 54	8,486,477 62	7,951,272 12	7,956,994 37	
Operating Expenses	1907	\$5,348,695 19	\$5,604,429 64	\$5,572,309 96	\$6,107,016 36	\$6,040,717 81	\$5,638,498 60	
	1906	4,195,628 44	4,338,587 23	4,511,627 62	4,776,864 42	4,786,640 74	5,146,967 17	
Net Operating Revenues	1907	\$2,590,859 72	\$2,384,460 72	\$2,504,808 67	\$2,465,440 61	\$1,980,407 37	\$2,501,983 55	
	1906	2,475,190 05	2,922,850 52	2,914,181 92	3,709,613 20	3,164,631 38	2,810,027 20	
	Inc.	\$ 115,669 67	.....	.....	.....	.....	.....	
	Dec.	.....	\$ 538,389 80	\$ 409,373 25	\$1,344,172 59	\$1,184,224 01	\$ 308,043 65	
		January.	February.	March.	April.	May.	June.	Fiscal Year.
Operating Revenues	1908	\$7,316,675 08	\$6,752,551 67	\$7,401,519 55	\$7,361,388 10	\$6,715,415 66	\$6,330,618 12	\$90,617,796 38
	1907	7,779,787 73	7,426,659 60	8,433,705 20	8,494,368 45	8,505,918 28	7,950,058 35	94,343,307 50
Operating Expenses	1908	\$5,374,815 95	\$4,430,131 83	\$4,462,605 55	\$4,429,837 44	\$4,241,631 24	\$3,573,274 04	\$60,823,963 61
	1907	5,201,293 68	4,967,925 87	5,207,205 80	5,198,124 26	5,502,986 95	4,936,851 84	58,770,704 02
Net Operating Revenues	1908	\$1,941,859 13	\$2,322,419 84	\$2,938,914 00	\$2,931,550 66	\$2,473,784 42	\$2,757,344 08	\$29,793,832 77
	1907	2,578,494 05	2,458,733 73	3,226,499 40	3,296,244 19	3,002,931 33	3,013,206 51	35,572,603 48
	Inc.	.....	.....	.....	.....	.....	.....	.....
	Dec.	\$ 636,634 92	\$ 136,313 89	\$ 287,585 40	\$ 364,693 53	\$ 529,146 91	\$ 255,862 43	\$ 5,778,770 71

The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Classifications of Operating Revenues and Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1907.



## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR FISCAL YEARS ENDING JUNE 30, 1908 AND 1907.

	1908.	1907.
<b>FREIGHT :</b>		
Freight Revenue.....	\$61,848,638 51	\$65,500,309 42
Number of Tons of Revenue Freight Carried.....	16,610,912	16,979,395
Number of Tons of Revenue Freight Carried One Mile.....	6,515,419,322	6,842,669,206
Number of Tons of Company Freight Carried One Mile.....	1,474,188,334	1,321,856,166
Average Distance per Ton—Revenue Freight—Miles.....	392.24	403.00
Average Revenue per Ton—Revenue Freight.....	\$3 72	\$3 86
Average Revenue per Ton per Mile—Revenue Freight—in Cents.....	.949	.957
Average Tons of Freight (Revenue and Company) per Loaded Car Mile....	19.29	18.40
Average Tons of Freight (Revenue and Company) per Freight-Train Mile...	366.54	365.10
Average Freight Revenue per Freight-Train Mile.....	\$2 84	\$2 93
<b>PASSENGER :</b>		
Passenger Revenue.....	\$21,643,427 49	\$21,171,629 08
Number of Passengers Carried.....	11,236,904	10,524,836
Number of Passengers Carried One Mile.....	1,028,779,786	969,651,318
Average Distance per Passenger—Miles.....	91.55	92.13
Average Revenue per Passenger.....	\$1 93	\$2 01
Average Revenue per Passenger per Mile in Cents.....	2.104	2.183
Average Passenger Revenue per Passenger-Train Mile.....	\$1 17	\$1 13
Passenger-Train Revenue.....	\$26,582,757 31	\$26,492,020 34
Average Passenger-Train Revenue per Passenger-Train Mile.....	\$1 43	\$1 41

The averages per train mile are determined in accordance with the Interstate Commerce Commission formula, which provides that the entire mixed train mileage shall be added to the freight-train mileage in determining the averages per freight-train mile, and that the same mileage shall also be added to the passenger-train mileage in determining the averages per passenger-train mile.

CLASSIFICATION OF FREIGHT TONNAGE (COMPANY MATERIAL EXCLUDED)  
FOR YEARS ENDING JUNE 30, 1908 AND 1907.

	1908.		1907.	
	Tons.	%	Tons.	%
PRODUCTS OF AGRICULTURE:				
Corn.....	506,073		496,424	
Wheat.....	831,236		1,123,499	
Other Grain.....	191,086		226,162	
Total Grain.....	1,528,395	9.20	1,846,085	10.87
Flour.....	410,430		426,293	
Other Mill Products.....	171,861		173,346	
Hay, Straw and Broom Corn.....	340,593		303,925	
Cotton.....	224,541		418,972	
Cotton Seed and its Products.....	155,053		245,890	
Fruits and Vegetables.....	864,155		799,061	
Other Agricultural Products.....	105,546		89,366	
Total Products of Agriculture.....	3,800,574	22.88	4,302,938	25.34
PRODUCTS OF ANIMALS:				
Live Animals.....	1,002,879		1,014,540	
Dressed Meats.....	75,222		37,049	
Other Packing House Products.....	81,505		70,871	
Poultry, Game and Fish.....	40,036		40,648	
Wool.....	17,234		18,833	
Hides and Leather.....	14,382		13,778	
Other Animal Products.....	83,899		67,716	
Total Products of Animals.....	1,315,157	7.92	1,263,435	7.44
PRODUCTS OF MINES:				
Anthracite Coal.....	12,986		9,025	
Bituminous Coal.....	2,709,943		2,680,031	
Coke.....	277,471		273,901	
Ore and Bullion.....	398,795		530,255	
Stone and Sand.....	853,013		955,010	
Salt.....	127,375		122,450	
Other Mineral Products.....	945,402		670,702	
Total Products of Mines.....	5,324,985	32.05	5,241,374	30.87
PRODUCTS OF FORESTS:				
Lumber.....	1,251,850		1,370,981	
Other Forest Products.....	809,812		687,426	
Total Products of Forests.....	2,061,662	12.41	2,058,407	12.12
MANUFACTURES:				
Petroleum and Other Oils.....	254,102		308,219	
Sugar.....	129,430		120,407	
Iron—Pig, Bloom and Scrap.....	30,061		43,023	
Iron and Steel Rails and Trimmings..	91,110		96,917	
Other Castings and Machinery.....	264,694		324,341	
Bar and Sheet Metal.....	94,735		108,579	
Cement, Brick and Lime.....	807,247		835,353	
Agricultural Implements.....	53,196		48,935	
Wagons, Carriages and Other Vehicles	30,808		35,597	
Wines, Liquors and Beer.....	105,992		101,074	
Household Goods and Furniture.....	139,390		154,556	
Water.....	364,440		29,596	
Other Manufactured Products.....	615,843		741,876	
Total Manufactures.....	2,981,048	17.95	2,948,473	17.37
Total Carload Tonnage.....	15,483,426	93.21	15,814,627	93.14
Merchandise—L. C. L. Tonnage.....	1,127,486	6.79	1,164,768	6.86
Total Tonnage, exclusive of Company Material.....	16,610,912	100.00	16,979,395	100.00

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1908 AND 1907.

	1908.	1907.
<b>MILEAGE:</b>		
Freight.....	22,316,383	23,217,643
Passenger.....	17,030,719	17,064,355
Mixed.....	2,301,032	2,485,739
Special.....	88,007	.....
Work.....	1,845,752	1,394,781
Switching.....	6,846,199	7,408,174
Total.....	50,428,092	51,570,692
Miles run by Coal Burners.....	33,035,879	33,720,897
Miles run by Oil Burners.....	17,392,213	17,849,795
<b>CONSUMPTION OF FUEL AND STORES:</b>		
Waste (pounds).....	701,023	760,757
Oil, all kinds (pints).....	6,598,326	6,810,823
Oil, lubricating (pints).....	4,337,205	4,538,825
Coal (tons).....	2,505,172	2,473,144
Fuel Oil (tons).....	789,874	771,473
Wood (cords).....	18,887	23,403
<b>COST OF MAINTENANCE, SERVICE AND SUPPLIES:</b>		
Repairs.....	\$ 5,873,991 01	} \$ 5,319,890 93
Renewals and Depreciation.....	716,752 94	
Wages of Engineers, Firemen and Enginehouse Employees.....	5,740,431 90	5,438,520 55
Lubricants.....	174,978 72	204,741 10
Other Supplies.....	179,759 50	159,611 83
Coal.....	3,959,804 35	3,933,336 41
Fuel Oil.....	2,853,198 10	2,445,544 04
Wood.....	41,990 51	48,078 82
Total.....	\$19,545,907 03	\$17,549,723 68
<b>COST PER MILE RUN—IN CENTS:</b>		
For Repairs.....	11.65	} 10.32
For Renewals and Depreciation....	1.42	
For Engineers, Firemen and Enginehouse Employees.....	11.38	10.55
For Lubricants.....	.35	.40
For Other Supplies.....	.36	.31
For Fuel—Coal and Wood.....	12.11 } Av'r'ge	11.81 } Av'r'ge
For Fuel—Oil.....	16.43 } 13.60	13.70 } 12.46
Total.....	38.76	34.04
<b>MILES RUN:</b>		
To One Ton of Coal.....	13.19	13.63
To One Ton of Fuel Oil.....	22.02	23.14
To One Pint of Oil, all kinds.....	7.63	7.57
To One Pint of Oil, Lubricating....	11.63	11.36
<b>AVERAGE COST OF FUEL:</b>		
Coal, per Ton.....	1.58	1.59
Fuel Oil, per Ton.....	3.62	3.17
Wood, per Cord.....	2.22	2.05

The figures shown under head of Cost of Maintenance, Service and Supplies, for the fiscal year ending June 30, 1907, are not the same as given in the last Annual Report but are revised in accordance with Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1907.

The amount shown for Repairs, Renewals and Depreciation, covers only direct charges to these accounts while the average maintenance charges shown on page 10 include a proportion of unlocated expenditures for maintenance of equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintenance of Joint Equipment at Terminals.



## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1908 AND 1907.

	1908.	1907.
<b>TRAIN MILEAGE :</b>		
Freight.....	19,455,231	19,946,848
Passenger .....	16,327,670	16,315,214
Mixed .....	2,341,946	2,415,297
Special.....	86,522	.....
Total.....	38,111,359	38,677,359
<b>CAR MILEAGE :</b>		
Freight Cars in Freight Service.....	584,160,959	613,420,502
Passenger Cars in Passenger Service.....	110,735,296	109,028,058
Total.....	694,896,255	722,448,560
<b>FREIGHT CAR MILEAGE SUBDIVIDED:</b>		
Loaded :		
East or North.....	198,653,189	196,264,793
West or South.....	215,602,473	247,468,507
Total.....	414,255,662	443,733,300
Empty :		
East or North.....	94,665,747	102,053,731
West or South.....	75,239,550	67,633,471
Total.....	169,905,297	169,687,202
<b>WORK TRAIN MILEAGE :</b>		
Freight Class .....	1,657,770	1,879,755
Passenger Class .....	104,129	94,342
Total.....	1,761,899	1,974,097

The figures for the fiscal year ending June 30, 1907, used for comparative purposes, are not the same as shown in the last Annual Report but are revised to include under Train and Car Mileage—Freight the mileage of trains and cars handling company material.

## EQUIPMENT IN SERVICE, JUNE 30, 1908.

Description.	Number.
LOCOMOTIVES.....	1,872
PASSENGER-TRAIN CARS :	
Air-Brake Instruction.....	2
Baggage and Express .....	219
Business.....	40
Cafe—Observation.....	5
Chair.....	132
Coach—First Class.....	340
Coach—Second Class.....	28
Coach, Baggage and Express.....	57
Coach and Mail.....	11
Coach, Mail, Baggage and Express.....	31
Composite.....	13
Dining.....	25
Express—Box.....	11
Express—Horse.....	22
Mail .....	44
Mail, Baggage and Express .....	108
Parlor.....	8
Smoking.....	97
TOTAL PASSENGER-TRAIN CARS.....	1,193
FREIGHT-TRAIN CARS :	
Ballast.....	2,519
Beer .....	22
Box.....	22,703
Caboose.....	755
Coal.....	9,309
Flat.....	3,461
Furniture.....	1,140
Refrigerator.....	6,036
Stock .....	3,929
Stock and Coke (Combination).....	3,494
Tank—Oil.....	1,637
Tank—Water.....	103
TOTAL FREIGHT-TRAIN CARS.....	55,108
WORK EQUIPMENT :	
Ballast Unloader.....	14
Ballast Spreader.....	15
Boarding and Bunk.....	102
Derrick.....	23
Ditcher and Wrecker.....	4
Frontier Station.....	1
Motor Inspection.....	1
Paint.....	4
Pile Driver.....	25
Plow .....	16
Rail Saw.....	2
Shop and Supply.....	32
Steam Shovel.....	22
Snow Plow.....	3
Snow Flanger.....	6
Test Weight.....	2
Tool Car.....	17
Weed Burner.....	3
TOTAL WORK EQUIPMENT.....	292
TOTAL CARS.....	56,593
FLOATING EQUIPMENT :	
Steam and Ferry Boats.....	2
River Steamers.....	1
Tugs.....	3
Car Floats.....	4
TOTAL FLOATING EQUIPMENT.....	10

Statement showing number of locomotives of each class owned June 30, 1907, number sold or broken up and number added during the year and total number of each class owned and average weight of same as of June 30, 1908.

		Owued June 30, 1907.	Sold or Broken up.	Added.	Owued June 30, 1908.	Average Total Weight Locomotives (Tons).	Average Weight on Drivers (Tons).
Switch.....	Simple.....	149	.....	.....	149	58.11	53.11
Eight Wheel.....	Simple.....	238	.....	.....	238	47.21	30.75
Mogul.....	Simple.....	23	.....	.....	23	69.96	59.09
Mogul.....	Compound.....	35	.....	.....	35	82.00	67.51
Ten Wheel.....	Simple.....	426	.....	.....	426	64.42	49.61
Ten Wheel.....	Compound.....	6	.....	.....	6	88.00	66.00
Twelve Wheel.....	Simple.....	6	.....	.....	6	64.67	52.17
Consolidation.....	Simple.....	265	.....	42	307	75.91	67.06
Consolidation.....	Compound.....	76	.....	.....	76	100.45	83.62
Pacific.....	Simple.....	26	.....	7	33	109.80	72.95
Pacific.....	Balanced Compound	41	.....	.....	41	113.34	75.95
Prairie.....	Compound.....	145	.....	32	177	108.45	74.11
Prairie.....	Balanced Compound	56	.....	.....	56	124.11	87.36
Atlantic.....	Balanced Compound	121	.....	.....	121	101.15	52.57
Decapod.....	Compound.....	3	.....	.....	3	131.00	117.00
Mikado.....	Compound.....	15	.....	.....	15	130.87	99.87
Santa Fe.....	Simple.....	1	.....	.....	1	138.00	113.00
Santa Fe.....	Compound.....	159	.....	.....	159	143.62	117.29
Totals.....	.....	1,791	.....	81	1,872	82.98	63.76

NOTE.—The average tractive power per engine June 30, 1908, was 29,757, as against 29,225 June 30, 1907, being an increase of 1.82 per cent.



## MAIN-TRACK MILEAGE.

June 30, 1908.

	Oper- ated.	Owued.
ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Dearborn Station to Stewart Avenue.....	1.43	.....
Stewart Avenue to Crawford Avenue.....	5.00	5.00
Crawford Avenue to Ancona, Ill.....	89.01	89.01
Ancona, Ill., to Big Blue Junction, Mo.....	350.92	350.92
Big Blue Junction, Mo., to Kansas City, Mo.....	6.60	.....
Ancona, Ill., to Streator Junction, Ill.....	30.73	30.73
Streator Junction, Ill., to Pekin Junction, Ill.....	5.91	.....
Pekin Junction, Ill., to Pekin, Ill.....	21.33	21.33
North Lexington, Mo., to St. Joseph, Mo.....	76.38	76.38
St. Joseph, Mo., to Atchison, Kas.....	20.35	.09
Atchison, Kas., to Kansas-Colorado Line.....	470.53	470.53
Hawthorne, Kas., to Wilder, Kas.....	45.41	45.41
Kansas City, Mo., to Topeka, Kas.....	66.20	66.01
Emporia, Kas., to Moline, Kas.....	83.23	83.23
Florence, Kas., to Winfield, Kas.....	72.73	72.73
Florence, Kas., to Ellinwood, Kas.....	98.21	98.21
Newton, Kas., to Arkansas City, Kas.....	78.18	78.18
Mulvane, Kas., to Caldwell, Kas.....	37.01	37.01
Quenemo, Kas., to Osage City, Kas.....	19.42	19.42
Strong City, Kas., to Bazar, Kas.....	11.68	11.68
Neva, Kas., to Kansas-Nebraska Line.....	151.83	151.83
Kansas-Nebraska Line to Superior, Neb.....	2.53	.....
Manchester, Kas., to Barnard, Kas.....	43.56	43.56
Ablene, Kas., to Sallina, Kas.....	22.56	22.56
Augusta, Kas., to Mulvane, Kas.....	20.41	20.41
Little River, Kas., to Holyrood, Kas.....	26.30	26.30
Mulvane, Kas., to Englewood, Kas.....	166.38	166.38
Hutchinson, Kas., to Kinsley, Kas.....	83.63	83.63
Great Bend, Kas., to Scott City, Kas.....	120.07	120.07
Larned, Kas., to Jetmore, Kas.....	46.33	46.33
Independence, Kas., to Cedar Vale, Kas.....	54.79	54.79
Chanute, Kas., to Longton, Kas.....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas.....	40.57	40.57
Burlington, Kas., to Gridley, Kas.....	10.89	10.89
Colony, Kas., to Yates Center, Kas.....	24.71	24.71
Hollday, Kas., to Kiowa, Kas.....	325.91	325.91
Attica, Kas., to Medicine Lodge, Kas.....	20.95	20.95
Lawrence, Kas., to North Ottawa, Kas.....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas.....	54.31	54.31
Burlington Junction, Kas., to Burlington, Kas.....	41.47	41.47
Chanute, Kas., to Girard, Kas.....	40.04	40.04
Girard, Kas., to Chicopee, Kas.....	17.67	17.67
Cherryvale, Kas., to Coffeyville, Kas.....	17.98	17.98
Wellington, Kas., to Hunnewell, Kas.....	18.35	18.35
Arkansas City, Kas., to Purcell, Okla.....	154.46	154.46
Newkirk, Okla., to Pauls Valley, Okla.....	183.67	183.67
Guthrie Junction, Okla., to Cushing, Okla.....	47.85	47.85
Ripley, Okla., to Esau, Okla.....	40.41	40.41
Seward, Okla., to Cashlon, Okla.....	10.60	10.60
Pauls Valley, Okla., to Lindsay, Okla.....	24.18	24.18
Davis, Okla., to Sulphur, Okla.....	9.28	9.28
Guthrie, Okla., to Kiowa, Kas.....	115.94	113.00
Kansas-Oklahoma Line to Oklahoma-Texas Line.....	117.53	117.53
Hutchinson, Kas., to Ponca City, Okla.....	141.38	141.38
Hunnewell, Kas., to Brannan, Okla.....	9.07	9.07
Braman, Okla., to Tonkawa, Okla.....	15.94	15.94
Havana, Kas., to Caney, Kas.....	5.39	5.39
Caney, Kas., to Kansas-Oklahoma Line.....	1.35	.....
Kansas-Oklahoma Line to Tulsa, Okla.....	67.88	67.13
Wichita, Kas., to Pratt, Kas.....	79.77	79.77
Kiowa, Kas., to Belvidere, Kas.....	50.61	50.61
Burlingame, Kas., to Alma, Kas.....	34.30	34.30
Forward .....	4,122.48	4,080.52

## MAIN-TRACK MILEAGE.

June 30, 1908—Continued.

	Oper- ated.	Owned.
<i>Brought Forward</i> .....	4,122.48	4,080.52
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Kansas-Colorado Line to Cañon Junction, Colo.....	150.24	150.24
Cañon Junction, Colo., to Rockvale, Colo.....	35.86	35.86
Clelland, Colo., to Cañon City, Colo.....	7.24	7.24
La Junta, Colo., to Colorado-New Mexico Line.....	96.09	96.09
Pueblo, Colo., to Denver, Colo.....	116.72	116.50
Colorado-New Mexico Line to San Marcial, N. M.....	353.55	353.55
Lamy, N. M., to Santa Fe, N. M.....	18.13	18.13
San Marcial, N. M., to Deming, N. M.....	128.40	128.40
Rincon, N. M., to New Mexico-Texas Line.....	56.40	56.40
Socorro, N. M., to Magdalena, N. M.....	27.39	27.39
Nutt, N. M., to Lake Valley, N. M.....	13.52	13.52
Las Vegas, N. M., to Hot Springs, N. M.....	9.01	9.01
Deming, N. M., to Silver City, N. M.....	46.50	46.50
Whitewater, N. M., to San Jose, N. M.....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M.....	4.28	4.28
Hanover, N. M., to Fierro, N. M.....	6.66	6.66
<i>Atchison, Topeka &amp; Santa Fe Railway—Coast Lines:</i>		
Isleta, N. M., to Needles, Cal.....	562.87	562.87
Needles, Cal., to Mojave, Cal.....	242.55	.....
Mojave, Cal., to Kern Junction, Cal.....	67.01	.....
Kern Junction, Cal., to Ferry Point, Cal.....	306.48	306.48
Corcoran Junction, Cal., to Calwa Junction, Cal.....	68.23	68.23
National City, Cal., to Fallbrook, Cal.....	67.01	67.01
Temecula, Cal., to Barstow, Cal.....	132.90	132.90
Los Angeles, Cal., to Los Angeles Junction, Cal.....	83.02	83.02
San Bernardino, Cal., to Los Angeles, Cal.....	59.97	59.97
Highgrove, Cal., to Orange, Cal.....	40.68	40.68
Richfield, Cal., to Olinda, Cal.....	4.28	4.28
Casa Blanca, Cal., to Prenda, Cal.....	2.04	2.04
Perris, Cal., to San Jacinto, Cal.....	19.44	19.44
Escondido Junction, Cal., to Escondido, Cal.....	21.20	21.20
San Bernardino, Cal., to Mentone, Cal.....	12.51	12.51
Redondo Junction, Cal., to Inglewood, Cal.....	9.82	9.82
Inglewood, Cal., to Redondo, Cal.....	10.77	10.77
Highland Junction, Cal., to Mentone, Cal.....	12.88	12.88
Elsinore Junction, Cal., to Alberhill, Cal.....	7.76	7.76
<i>Barnwell &amp; Searchlight Railway:</i>		
Barnwell, Cal., to Searchlight, Nev.....	23.22	23.22
<i>California Eastern Railway:</i>		
Goffs, Cal., to Ivanpah, Cal.....	45.21	45.21
<i>Fresno County Railway:</i>		
Reedley, Cal., to Wahoake, Cal.....	6.68	6.68
<i>Oakdale Western Railway:</i>		
Riverbank, Cal., to Oakdale, Cal.....	6.30	6.30
<i>Oakland &amp; East Side Railroad:</i>		
Richmond, Cal., to Oakland, Cal.....	11.32	11.32
<i>Randsburg Railway:</i>		
Kramer, Cal., to Johannesburg, Cal.....	28.64	28.64
<i>Western Arizona Railway:</i>		
McConnico, Ariz., to Chloride, Ariz.....	21.57	21.57
<b>Total Atchison, Topeka &amp; Santa Fe Railway Lines.....</b>	<b>7,081.45</b>	<b>6,729.71</b>

## MAIN-TRACK MILEAGE.

June 30, 1908.—Continued.

	Oper- ated.	Owued.
In the foregoing statement the following lines, controlled by The Atchison, Topeka & Santa Fe Railway Company through stock ownership and operated by it under leases, are treated as lines "owned":		
Barnwell & Searchlight Railway.....	23.22	
California Eastern Railway.....	45.21	
Fresno County Railway.....	6.68	
Oakdale Western Railway.....	6.30	
Oakland & East Side Railroad.....	11.32	
Randsburg Railway.....	23.64	
Western Arizona Railway.....	21.57	
<b>RIO GRANDE &amp; EL PASO RAILROAD:</b>		
New Mexico-Texas Line to El Paso, Texas.....	20.17	20.17
<b>GULF, COLORADO &amp; SANTA FE RAILWAY:</b>		
Galveston, Texas, to Purcell, Okla.....	518.67	518.67
Alvin, Texas, to Houston, Texas.....	25.66	25.66
Somerville, Texas, to Silsbee, Texas.....	152.57	152.57
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.03	228.03
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Coleman Junction, Texas, to Coleman, Texas.....	6.28	6.28
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.76	152.76
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt at Sealy, Texas.....	.08	.08
Wolfe City, Texas, to Sherman, Texas.....	33.70	.....
End of Track, Cane Belt R. R. to Depot, Eagle Lake, Texas..	.17	.....
<i>Gulf, Beaumont &amp; Kansas City Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Beaumont, Texas, to Rogan, Texas.....	62.62	62.62
<i>Gulf, Beaumont &amp; Great Northern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Rogan, Texas, to Center, Texas.....	77.78	77.78
<i>Cane Belt Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Sealy, Texas, to Matagorda, Texas.....	90.65	107.84
Eagle Lake Junction, Texas, to End of Track, Cane Belt R. R., Eagle Lake, Texas.....	.45	
Raynor Junction, Texas, to Bonus, Texas.....	13.77	
Boedeker, Texas, to Garwood, Texas.....	2.97	
<i>Jasper &amp; Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kirbyville, Texas, to Oakdale, La.....	81.40	81.40
Total Gulf, Colorado & Santa Fe Railway.....	1,518.18	1,479.31
<b>EASTERN RAILWAY OF NEW MEXICO:</b>		
Texas-New Mexico Line North to Texas-New Mexico Line South.....	221.47	221.47



## MAIN-TRACK MILEAGE.

June 30, 1908—Continued.

	Oper- ated.	Owued.
<b>PECOS &amp; NORTHERN TEXAS RAILWAY :</b>		
Amarillo, Texas, to Texas-New Mexico Line.....	94.50	94.50
Canyon City, Texas, to Plainview, Texas.....	55.09	55.09
Total, Pecos & Northern Texas Railway.....	152.59	152.59
<b>PECOS RIVER RAILROAD :</b>		
Texas-New Mexico Line to Pecos, Texas.....	54.27	54.27
<b>SANTA FE, PRESCOTT &amp; PHOENIX RAILWAY :</b>		
Ash Fork, Ariz., to Phoenix, Ariz.....	195.35	195.35
<i>Prescott &amp; Eastern Railroad :</i>		
Prescott & Eastern Junction, Ariz., to Mayer, Ariz....	26.40	26.40
<i>Bradshaw Mountain Railroad :</i>		
Poland Junction, Ariz., to Poland, Ariz.....	7.95	7.95
Mayer, Ariz., to Crown King, Ariz.....	27.70	27.70
Total, Santa Fe, Prescott & Phoenix Railway.....	257.40	257.40
<b>SOUTHERN KANSAS RAILWAY OF TEXAS :</b>		
Oklahoma-Texas Line to Amarillo, Texas.....	125.07	125.07
<b>NEW MEXICO &amp; ARIZONA RAILROAD :</b>		
Benson, Arizona. to Nogales, Arizona.....		87.78
<b>SONORA RAILWAY :</b>		
Nogales, Arizona, to Guaymas, Mexico.....		259.97
Hermosillo Junction, Mexico, to Hermosillo, Mexico.....		2.64
Total, Sonora Railway.....		262.61

## SUMMARY.

	Oper- ated.	Owued.
Atchison, Topeka & Santa Fe Railway.....	7,081.45	6,729.71
Rio Grande & El Paso Railroad.....	20.17	20.17
Gulf, Colorado & Santa Fe Railway.....	1,518.18	1,479.81
Eastern Railway of New Mexico.....	221.47	221.47
Pecos & Northern Texas Railway.....	152.59	152.59
Pecos River Railroad.....	54.27	54.27
Santa Fe, Prescott & Phoenix Railway.....	257.40	257.40
Southern Kansas Railway of Texas.....	125.07	125.07
New Mexico & Arizona Railroad.....		87.78
Sonora Railway.....		262.61
Total.....	9,430.60	9,390.38

MAIN-TRACK MILEAGE.  
June 30, 1908.—Continued.

	Operated.	Owued.
Mileage of System Lines Owned (see foregoing pages).....		9,390.38
Mileage of Separately Operated Lines:		
Beaumont Wharf & Terminal Co.....	2.57	
* Grand Canyon Railway.....	66.45	
† Kansas Southwestern Railway.....	59.35	
† Leavenworth & Topeka Railway.....	44.66	
‡ Northwestern Pacific Railroad.....	404.36	
Standard Gauge.....	308.72	
Narrow Gauge.....	95.64	
‡ Sunset Railroad.....	32.84	
Texas & Gulf Railway.....	71.80	
		682.03
Mileage of Lines under Construction, Completed to June 30, 1908:		
Atchison, Topeka & Santa Fe Railway:		
Arkansas Valley Extension.....	106.56	
Arizona & California Railway.....	106.84	
Eastern Railway of New Mexico.....	278.46	
Texas & Gulf Railway.....	3.90	
		495.76
Total.....		10,568.17

\* Of the total outstanding capital stock this Company owns 97 per cent.

† Owned jointly with the St. Louis & San Francisco Railroad Company.

‡ Owned jointly with the Union Pacific Railroad Company.

‡ Owned jointly with the Southern Pacific Company.

ADDITIONAL MAIN TRACKS.

	Operated.	Owued.
SECOND MAIN TRACK:		
Dearborn Station to Joliet, Ill.....	36.99	35.56
Joliet, Ill., to Ancona, Ill.....	59.00	43.21
Chillicothe, Ill., to Edelstein, Ill.....	8.06	8.06
Media, Ill., to E. Fort Madison, Ill.....	26.51	26.51
Ft. Madison, Iowa, to New Boston, Iowa.....	11.10	11.10
Bucklin, Mo., to Rothville, Mo.....	13.09	13.09
Carrollton, Mo., to Camden Junction, Mo.....	31.86	15.69
Eton, Mo., to Congo, Mo.....	7.08	7.08
Big Blue Junction, Mo., to Kansas City, Mo.....	6.69	.09
Kansas City, Mo., to Braddock, Kas.....	173.50	173.50
Walton, Kas., to Mission, Kas.....	12.92	12.92
Trinidad, Colo., to Wootton, Colo.....	15.19	15.19
Lynn, N. M., to Raton, N. M.....	6.87	6.87
Total Second Main Track.....	408.86	368.87
THIRD MAIN TRACK:		
Hardin, Mo., to Camden Junction, Mo.....	12.89	.04
Kansas City, Mo., to Turner, Kas.....	5.90	5.90
Total Third Main Track.....	18.79	5.94
FOURTH MAIN TRACK:		
Kansas City, Mo., to Turner, Kas.....	5.92	5.92
Total Additional Main Tracks.....	433.57	380.73
Yard Tracks and Sidings.....	2,676.62	

Mileage upon which General Mortgage is a direct lien..... 6,693.33

Mileage represented by stocks and bonds pledged under General Mortgage.. 1,645.30

Total Mileage subject to General Mortgage..... 8,338.63

## MAIN-TRACK MILEAGE.

June 30, 1908.—*Continued.*

	Miles.	Miles.
During the year the miles of main track operated by the System increased \$0.32 miles, as follows:		
ATCHISON, TOPEKA & SANTA FE RAILWAY: Kiowa, Kas., to Belvidere, Kas. ....	50.61	
ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES: Richfield, Cal., to Olinda, Cal. .... Casa Blanca, Cal., to Prenda, Cal. .... Sundry Adjustments of Mileage .....	4.28 2.04 .08	57.01
GULF, COLORADO & SANTA FE RAILWAY: Cane Belt Railroad— Boedeker, Tex., to Garwood, Tex. .... Jasper & Eastern Railway— Cravens, La., to Oakdale, La. ....	2.97 24.40	27.37
PECOS & NORTHERN TEXAS RAILWAY: Sundry Adjustments of Mileage .....		.79
SANTA FE, PRESCOTT & PHOENIX RAILWAY: Main line extension to new depot at Ash Fork, Ariz. ....		.08
SOUTHERN KANSAS RAILWAY OF TEXAS: Panhandle, Tex., to Amarillo, Tex. (cut off) .....		24.66
		109.91
DEDUCTIONS:		
ATCHISON, TOPEKA & SANTA FE RAILWAY: Sundry Adjustments of Mileage .....	.83	
SOUTHERN KANSAS RAILWAY OF TEXAS: Panhandle, Tex., to Washburn, Tex. .... Washburn, Tex., to Amarillo, Tex. ....	14.72 14.04	29.59
Total Increase, System .....		\$0.32

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois .....	290.29	
Iowa .....	19.86	
Missouri .....	298.61	
Kansas .....	2,657.55	
Nebraska .....	2.53	
Oklahoma .....	953.64	
Texas .....	1,706.38	
Louisiana .....	63.90	
Colorado .....	406.15	
New Mexico .....	1,066.43	
Arizona .....	665.73	
Nevada .....	11.60	
California .....	1,287.93	
Total .....		9,430.60



## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

Atchison Union Depot & R. R. Co.....	2d	Mtge. 5%	\$ 9,000
Devlin Coal Co.....	1st	" 6%	243,000
Gulf, Colorado & Santa Fe Ry. Co.....	1st	" 7%	12,695,000
" " " " " " " ".....	2d	" 6%	8,614,000
The Kansas City Belt Ry. Co.....	1st	" 6%	25,000
Kansas City Northwestern R. R. Co.....	1st	" 5%	2,000
The Leavenworth & Topeka Ry. Co.....	1st	" 4%	50,000
New Mexico & Arizona R. R. Co.....	1st	" 6%	2,313,000
" " " " " " " ".....	2d	" 6%	950,000
Rio Grande & El Paso R. R. Co.....	1st	" 6%	500,000
Sonora Ry. Co., Limited.....	1st	" 7%	5,248,000
The Southern Kansas Ry. Co. of Texas....	1st	" 5%	1,583,000
The Union Passenger Depot Co. of Galveston...	1st	" 6%	64,000
			<hr/> \$32,296,000 <hr/>

## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Di- rect- ors.	Total.	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$ 30,400 00
Atchison Union Depot & Railroad Co.....	18	.....	18	18,000 00
Aztec Land & Cattle Co., Limited.....	2,154	3	2,157	21,570 00
The Cañon City Coal Co.....	8,493	7	8,500	425,000 00
Cherokee & Pittsburg Coal & Mining Co...	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred..	400	.....	400	40,000 00
"    "    "    "    "    Common..	400	.....	400	40,000 00
Fores' Park & Central R. R. Co.....	16	.....	16	1,600 00
Fort Worth Union Passenger Station Co...	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry Co.....	45,470	130	45,600	4,560,000 00
The Kansas City Belt Ry. Co.....	547	3	550	55,000 00
The Las Vegas Hot Springs Co.....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co.....	120	5	125	12,500 00
New Mexico & Arizona R. R. Co.....	36,815	5	36,820	3,682,000 00
The New Mexico Town Co.....	942	8	950	47,500 00
The Osage Carbon Co.....	2,991	9	3,000	300,000 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co.....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co.....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	.....	12	1,204 90
St. Joseph Terminal R. R. Co.....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co.....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Santa Fe Terminal Co. of California...	9,993	7	10,000	1,000,000 00
The Santa Fe Town & Land Co.....	2,497	3	2,500	250,000 00
Sonora Ry. Co., Limited.....	10,483	13	10,496	1,049,600 00
The Southern Kansas Ry. Co. of Texas.....	5,955	90	6,045	604,500 00
The Trinidad Coal & Coking Co.....	1,618	7	1,625	162,500 00
Union Depot Co. (of Kansas City, Mo.).....	449	1	450	45,000 00
The Union Passenger Depot Co. of Galveston	1,995	5	2,000	200,000 00
The Vulcan Fuel Co.....	599,993	7	600,000	600,000 00
	743,928	377½	744,305½	\$14,379,697 40









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1909

FOURTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1909.



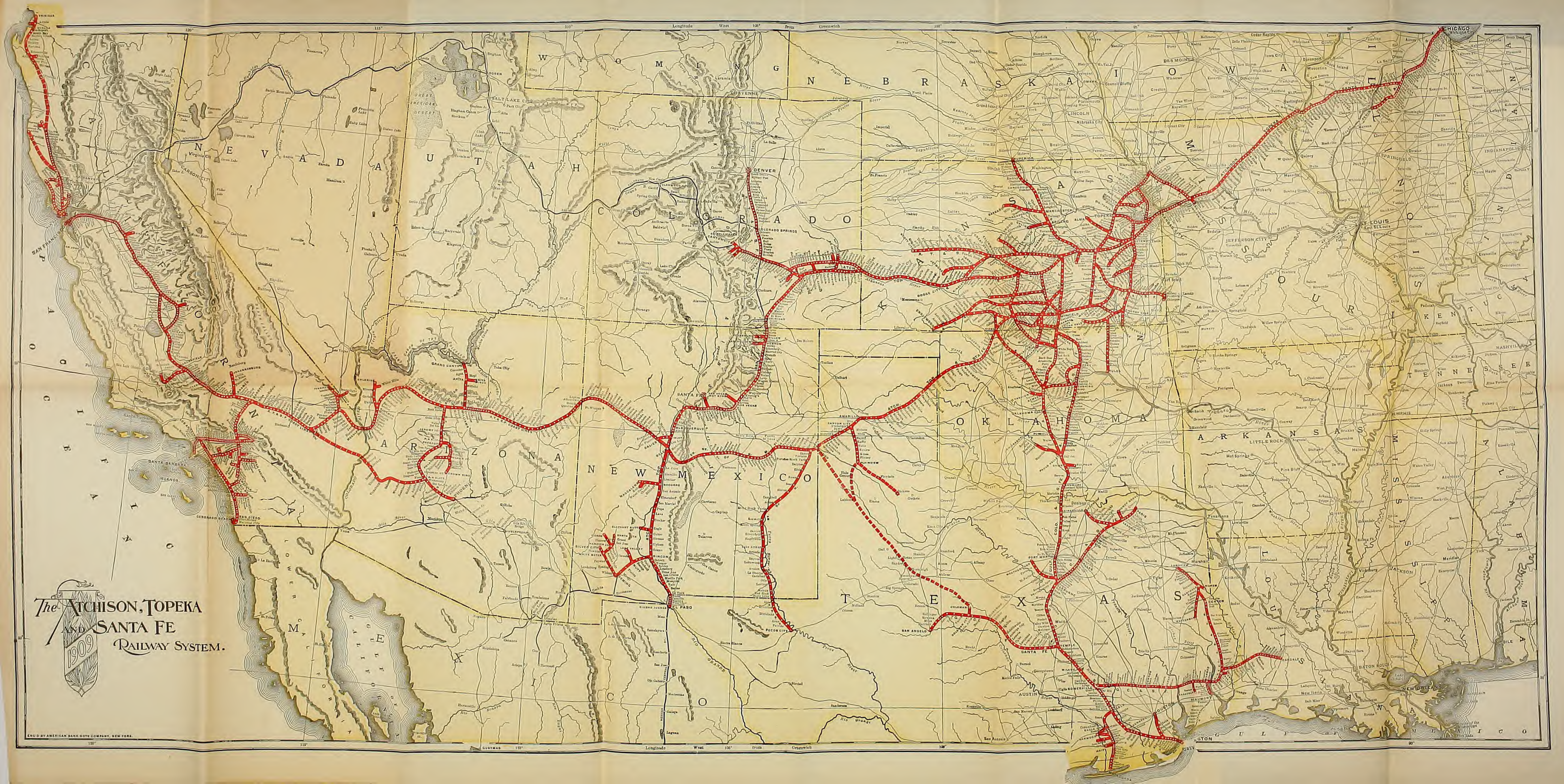






**The ATCHISON, TOPEKA  
AND SANTA FE  
RAILWAY SYSTEM.**

MADE BY AMERICAN BANK NOTE COMPANY, NEW YORK.





COMPLIMENTS OF

E. L. COPELAND,

SECRETARY AND TREASURER.

FOURTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1909.



1909

FOURTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1909.



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C. G. BURGOYNE, SPRING AND CROSBY STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1909.

1909.	1910.
BENJAMIN P. CHENEY, Boston.	HOWEL JONES, Topeka.
PAUL MORTON, New York.	EDWARD P. RIPLEY, Chicago.
*	BYRON L. SMITH, Chicago.
	CHARLES STEELE, New York.
1911.	1912.
H. RIEMAN DUVAL, New York.	EDWARD J. BERWIND, New York.
THOMAS P. FOWLER, New York.	HENRY C. FRICK, Pittsburg.
CHARLES S. GLEED, Topeka.	ANDREW C. JOBES, Wichita.
WALKER D. HINES, New York.	JOHN G. MCCULLOUGH, Vermont.

\*Vacancy on account of death of Henry H. Rogers, May 19, 1909.

## Executive Committee.

WALKER D. HINES, Acting Chairman.	
EDWARD J. BERWIND,	EDWARD P. RIPLEY,
THOMAS P. FOWLER,	CHARLES STEELE.
	PAUL MORTON,

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
J. W. KENDRICK,	-	<i>Second Vice-President,</i>	-	-	-	Chicago.
G. T. NICHOLSON,	-	<i>Third Vice-President,</i>	-	-	-	Chicago.
W. B. JANSEN,	-	<i>Fourth Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to the President,</i>	-	-	-	San Francisco.
WALKER D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>	-	-	-	Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
C. K. COOPER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, Jr.,	-	<i>Western Assistant Secretary</i>	-	-	-	
		<i>and Assistant Treasurer,</i>	-	-	-	Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>General Purchasing Agent,</i>	-	-	-	Chicago.
W. B. STOREY, Jr.,	-	<i>Chief Engineer,</i>	-	-	-	Chicago.
J. E. GORMAN,	-	<i>Freight Traffic Manager,</i>	-	-	-	Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>	-	-	-	Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>	-	-	-	San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.  
CHICAGO OFFICE, - 9 JACKSON BOULEVARD.



OFFICE OF

THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 9, 1909.

*To the Stockholders :*

Your Directors submit the following report for the fiscal year July 1, 1908, to June 30, 1909, inclusive.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, are as follows :

	June 30, 1909.	June 30, 1908.
Atchison, Topeka & Santa Fe Railway..	7,438.30 miles.	7,081.45 miles.
Rio Grande & El Paso Railroad.....	20.17 "	20.17 "
Gulf, Colorado & Santa Fe Railway.....	1,518.18 "	1,518.18 "
Eastern Railway of New Mexico.....	227.29 "	221.47 "
Pecos & Northern Texas Railway.....	151.82 "	152.59 "
Pecos River Railroad.....	54.27 "	54.27 "
Santa Fe, Prescott & Phoenix Railway..	257.40 "	257.40 "
Southern Kansas Railway of Texas.....	125.07 "	125.07 "
Total .....	<u>9,792.50</u> "	<u>9,430.60</u> "

Increase during the year 361.90 miles.

The average mileage operated during the fiscal year ending June 30, 1909, was 9,794.86 miles, being an increase of 379.85 miles as compared with the average mileage operated during the preceding fiscal year.

In addition to lines covered by this report there were completed on June 30, 1909, 28.15 miles of additional line of which 21.31 miles were ready for operation on July 1, 1909.

The Company also controls, through ownership of stock and bonds, other lines aggregating 249.41 miles and is interested jointly with other companies in 558.20 miles.

For detailed statement of present mileage and of changes in mileage since last Annual Report, see pages 42 to 47.



## INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1908 and 1909 :

	1908.	1909.
Total operating revenues .....	\$90,617,796 38	\$94,265,716 87
Income from other sources.....	671,974 23	1,158,375 02
Income from all sources.....	\$91,289,770 61	\$95,424,091 89
Expenses, including taxes, rentals and other charges.....	65,031,582 67	61,458,019 13
	\$26,258,187 94	\$33,966,072 76
Fixed charges, including accrued interest on Adjustment Bonds.....	12,579,301 77	13,548,081 93
Balance .....	\$13,678,886 17	\$20,417,990 83

From the net income for the year the following sums have been deducted :

## DIVIDENDS ON PREFERRED STOCK—

No. 21 (2½%) paid Feb. 1, 1909 .....	\$2,854,345 00
No. 22 (2½%) paid Aug. 2, 1909 .....	2,854,345 00
	\$5,708,690 00

## DIVIDENDS ON COMMON STOCK—

No. 16 (2½%) paid Dec. 1, 1908 .....	\$2,573,912 50
No. 17 (2½%) paid June 1, 1909 .....	2,578,637 50
	5,152,550 00

Appropriation for Fuel Reserve Fund ..... 158,230 11

APPROPRIATED FOR ADDITIONS AND BET-  
TERMENTS—

Expended during year.....	\$4,000,000 00
Reserved for future expen- ditures .....	5,000,000 00
	9,000,000 00

20,019,470 11

Surplus carried to Profit and Loss ..... \$ 398,520 72

Surplus to credit of Profit & Loss June 30, 1908 \$20,352,865 50

Amount written off property  
accounts in respect of ex-  
penses and discount on  
bond sales.....\$1,487,500 00

Grade Revision Work—Aban-  
doned Line..... 541,888 56

\$2,029,388 56

Additions to Profit and Loss

Account—net..... 99,253 08

1,930,135 48

18,422,730 02

Surplus to credit of Profit and Loss, June 30, 1909 ..... \$18,821,250 74

Income from sources other than earnings from operation consisted of interest on cash in banks and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$216,384.00 representing \$56,067.91 cash received from and \$160,316.09 balances due on land sales contracts covering lands embraced in the Santa Fe Pacific Land Grant was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

For many years it has been the Company's policy to make out of income large expenditures for additions and betterments. At times such expenditures have been made without the books showing any addition on that account to the cost of property, such expenditures being "written off." Rules promulgated by the Interstate Commerce Commission require that for the ensuing fiscal year such expenditures out of income shall not be "written off," but shall be added to the cost of property, and that appropriate entries shall be made on the liability side of the Balance Sheet to show such expenditures and to show also any unexpended appropriations from income set aside for such expenditures in the future. Your Board has concluded that it is wise for the fiscal year just closed to adopt a similar method. Therefore the sum of \$9,000,000 of the income for the year has been appropriated for additions and betterments, \$4,000,000 being expended during the year, and the remaining \$5,000,000 being reserved to be expended in the future.

### CAPITAL, STOCK AND FUNDED DEBT.

The outstanding Capital Stock (deducting stock in treasury) on June 30, 1908, consisted of :

Common.....	\$102,956,500	
Preferred.....	114,173,730	
		<u>\$217,130,230</u>

Issued during the year :

Common Stock issued in exchange for Convertible Bonds retired .....	18,603,000
---	------------

Capital Stock outstanding June 30,

1909 :	
Common .....	\$121,559,500
Preferred.....	114,173,730
	<u>\$235,733,230</u>

The outstanding Funded Debt of the System (deducting bonds in treasury) amounted on June 30, 1908, to \$315,454,420

The following changes in the Funded Debt occurred during the year :

Obligations issued :	
Transcontinental Short Line	
First Mortgage 4% Bonds	\$ 17,000,000
Obligations Purchased or Retired :	
Serial Debenture 4% Bonds,	
Series G .....	\$ 2,499,000
Serial Debenture 4% Bonds,	
Series H .....	100,000
Convertible 4% Bonds .....	14,647,000
Convertible 5% Bonds .....	3,956,000
Miscellaneous Divisional Bonds	33,600
	<u>21,235,600</u>
Decrease of Funded Debt.....	<u>\$ 4,235,600</u>

Total System Funded Debt outstanding June 30,

1909.....	<u>\$311,218,820</u>
-----------	----------------------

Interest charges for the year ending June 30, 1910 (including interest on \$28,258,000 of this Company's Convertible 4% Bonds of 1909 issued after June 30, 1909) will be approximately \$13,742,218 or an average monthly charge of about \$1,145,185.

## CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The expenditures during the fiscal year chargeable to Capital Account for the construction and acquisition of additional railways, equipment and other properties and for additions and betterments, amounted in the aggregate to \$5,855,483.51.

These expenditures may be summarized as follows :

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway companies :

Eastern Ry. of New Mexico .....	\$ 591,304 18
Grand Canyon Ry.....	2,954 01
Jasper & Eastern Ry .....	13,817 17
Sunset Western Ry.....	124,742 80
Texas & Gulf Ry.....	307,334 32
Total .....	<u>\$1,040,152 48</u>

### DEDUCTIONS.

Atchison, Topeka & Santa Fe Ry.....	\$14,085 91
Arizona & California Ry .....	1,625 91
Gulf, Beaumont & Kansas City Ry.....	843 75
	<u>16,555 57</u>
	<u>\$1,023,596 91</u>
Right of Way, Station Grounds and Real Estate...	339,949 78
Widening Cuts and Fills, including Protection of Banks .....	195,668 49
Grade Revisions and Changes of Line.....	618,137 81
Bridges, Trestles and Culverts.....	419,907 06
Ballast, including cost of spreading and putting under track.....	327,185 35
Additional Main Tracks.....	802,023 81
Sidings and Spur Tracks.....	586,171 80
Terminal Yards .....	579,235 81
Track Elevation, Elimination of Grade Crossings and Improvements of Over and Under Grade Crossings .....	87,048 73
Interlocking, Block and Other Signal Apparatus...	90,851 89
Buildings and Shops.....	899,446 95
Shop Machinery and Tools.....	24,808 08
<i>Carried Forward</i> .....	<u>\$5,944,416 31</u>

Credits in italics.



---

<i>Brought Forward</i> .....	\$5,944,416 31
Equipment.....	1,826,012 70
Betterments to Equipment.....	757,098 94
Other Additions and Betterments.....	167,568 50
Fuel Lands.....	933,500 00
Miscellaneous Items.....	121,087 54
	<u>\$5,855,483 51</u>

## DEDUCTION.

Santa Fe Pacific Lands sold.....	216,384 00
Net increase in Capital Account during the year (See Exhibits B and C, pages 29 and 30).....	<u>\$5,639,099 51</u>

The credit of \$1,826,012.70, on account of equipment, is explained as follows :

During the year equipment formerly purchased and charged to Additions and Betterments was credited to Additions and Betterments and charged to Equipment Replacement Reserve, as stated on page 12, to the amount of.. \$2,278,192 37

There were charges to Additions and Betterments on account of additional equipment purchased during the year and payments made for equipment received during prior years as follows :

Locomotives.....	\$ 111 34
5 Passenger-train cars .....	85,631 61
250 Freight-train cars.....	354,697 68
1 Miscellaneous car.....	11,739 04
	<u>452,179 67</u>

Net credit to Additions and Betterments with respect to such equipment..... \$1,826,012 70

---

Credits in italics.

## MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$3,443,884 82	\$534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05
1907.....	9,273.15	11,779,846 64	1,270 32
1908.....	9,415.01	14,246,621 44	1,513 18
1909.....	9,794.86	13,903,897 37	1,419 51

For the year ending June 30, 1909, maintenance charges, including renewals and depreciation, averaged as follows :

Per locomotive.....	\$3,132 76
Per locomotive mile.....	.1195
Per passenger car, including mail and express.....	1,134 00
Per passenger car mile.....	.0117
Per freight car.....	120 41
Per freight car mile.....	.0111

The foregoing average maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintaining Joint Equipment at Terminals.

The amount to the credit of the Equipment Replacement Reserve June 30, 1908, as shown in the last Annual Report was ..... \$ 234,066 01

The following sums were credited to the reserve during the year :

Estimated depreciation accrued..	\$2,214,243 70
Renewal charges.....	279,212 13
Salvage.....	202,403 59

Cash collected for equipment sold and equipment destroyed on foreign lines including insur- ance collections.....	130,530 00	
	<u>2,826,389 42</u>	

Making a total reserve available for the acquisition of new equipment.....\$3,060,455 43

The following equipment was acquired during the year by the use of this replacement reserve :

601 Freight-train cars .....	\$ 600,303 00
1 Miscellaneous car .....	342 61

Add cost of equipment purchased and charged to Additions and Betterments during prior years, now applied in reduction of the replacement reserve :

27 Locomotives .....	582,847 29
1,390 Freight-train cars.....	1,695,345 08
	<u>2,878,837 98</u>

Leaving unexpended balance to the credit of the Equipment Replacement Reserve June 30, 1909..... \$ 181,617 45

A statement of the locomotives in service and of their tractive power will be found on page 41.

## MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses for Maintenance of Way and Structures during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$6,282,923 15	\$ 975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18
1907.....	9,273.15	15,286,062 66	1,648 42
1908.....	9,415.01	14,120,828 02	1,499 82
1909.....	9,794.86	12,884,406 81	1,315 43

## COMPARISON OF OPERATING RESULTS.

The following is a statement of revenues and expenses of the System for the fiscal year ending June 30, 1909, in comparison with the previous year :

	Year Ending June 30, 1909.	Year Ending June 30, 1908.	Increase.	Decrease.
OPERATING REVENUES :				
Freight.....	\$64,212,638 10	\$61,848,638 51	\$2,363,999 59	
Passenger.....	22,734,505 32	21,643,427 49	1,091,077 83	
Mail, Express and Miscellaneous.....	7,318,573 45	7,125,730 38	192,843 07	
Total Operating Revenues..	\$94,265,716 87	\$90,617,796 38	\$3,647,920 49	
OPERATING EXPENSES :				
Maintenance of Way and Structures.....	\$12,884,406 81	\$14,120,828 02		\$1,236,421 21
Maintenance of Equipment.....	13,903,897 37	14,246,621 44		342,724 07
Traffic Expenses.....	1,904,822 11	1,796,263 88	\$108,558 23	
Transportation Expenses.....	26,674,863 83	28,395,589 60		1,720,725 77
General Expenses.....	2,127,205 07	2,070,612 27	56,592 80	
Total Operating Expenses..	\$57,495,195 19	\$60,629,915 21		\$3,134,720 02
Net Operating Revenue.....	\$36,770,521 68	\$29,987,881 17	\$6,782,640 51	
Ratio of Operating Expenses to Operating Revenues.....	60.99	66.91		5.92

The Operating Expense figures for the fiscal year ending June 30, 1908, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Supplement to the Third Revised Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1908.



The following averages are deduced from tables set forth on pages 36 and 39.

The average tons of freight per loaded car mile decreased from 18.68 to 18.35, or 1.77 per cent.

The average tons of freight carried per freight-train mile increased from 354.97 to 366.06, or 3.12 per cent.

The average freight revenue per freight-train mile increased from \$2.84 to \$3.05, or 7.39 per cent.

The average passenger revenue per passenger-train mile increased from \$1.17 to \$1.21, or 3.42 per cent.

The average passenger-train revenue per passenger-train mile increased from \$1.46 to \$1.52, or 4.11 per cent.

The tons of freight carried one mile (revenue and company) decreased 31,591,997, or .41 per cent., while freight-car mileage (loaded and empty) increased 8,747,465, or 1.50 per cent., and freight-train mileage (freight and mixed) decreased 746,430, or 3.42 per cent.

The number of passengers carried one mile increased 79,224,429, or 7.70 per cent., while passenger-car mileage increased 2,949,215, or 2.66 per cent., and the passenger-train mileage (passenger and mixed) increased 197,041, or 1.06 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896 :

Fiscal Year Ending June 30.	Average Miles Oper- ated.	Gross Revenues, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Interest on Bonds.	Net Revenue.
1897 (18 mos.).....	6,443.81	\$44,532,628 99	\$36,038,455 30	\$8,440,387 91	\$ 53,785 78
1898 .....	6,936.02	39,396,126 41	30,513,553 17	7,045,988 30	1,836,584 94
1899 .....	7,032.62	49,762,933 47	29,332,964 11	7,241,972 00	4,187,997 36
1900 .....	7,341.34	46,498,899 04	29,414,427 56	7,345,166 50	9,739,304 98
1901 .....	7,807.31	54,807,379 78	34,502,039 87	7,830,810 83	12,474,529 08
1902 .....	7,855.38	60,275,944 33	36,272,432 45	8,438,985 00	15,564,526 88
1903 .....	7,965.13	63,668,390 99	40,635,576 48	9,134,485 24	13,898,329 27
1904 .....	8,179.59	69,419,975 41	44,641,434 10	9,418,770 00	15,359,771 31
1905 .....	8,305.40	69,189,739 65	47,835,883 50	9,611,510 09	11,742,346 06
1906 .....	8,433.99	79,390,749 05	51,035,355 71	10,622,184 22	17,733,209 12
1907 .....	9,273.15	94,436,574 68	61,779,916 16	11,487,934 70	21,168,723 82
1908 .....	9,415.01	91,289,770 61	65,031,582 67	12,579,301 77	13,678,886 17
1909 .....	9,794.86	95,424,091 89	61,458,019 13	13,548,081 93	20,417,990 83

The following statement shows the gross operating revenues of the System Lines (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896 :

Year Ending June 30.	Gross Operating Revenues.	Average per Mile of Road.
1897.....	\$30,621,230 10	\$4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900.....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902 .....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904 .....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55
1907.....	93,683,406 91	10,102 65
1908.....	90,617,796 38	9,624 82
1909.....	94,265,716 87	9,624 00

The following statement shows the development of the freight and passenger revenues of the System since July 1, 1896 :

Year Ending June 30.	Freight Revenue.	Passenger Revenue.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56
1907.....	65,500,309 42	21,171,629 08
1908.....	61,848,638 51	21,643,427 49
1909.....	64,212,638 10	22,734,505 32

### TREASURY.

Neither this Company nor any of its auxiliaries has any notes or bills outstanding.

The Company held in its treasury on June 30, 1909, \$30,036,504.83 cash, and had available over \$3,765,000 General

Mortgage Bonds, including bonds not yet certified by the Trustee. The Company also has in the treasury unpledged a large amount of stocks and bonds of other companies of which part are carried in the balance sheet as Investments and part are included under Railroads, Franchises and Other Property.

In addition to the cash in the treasury at the close of the year it was evident that further large sums would be required for the extensions and improvements contemplated in the near future; therefore your Directors voted on June 2, 1909, to offer to stockholders the right to subscribe to Four Per Cent. Convertible Gold Bonds, Issue of 1909, at 104 and interest, to the amount of 12 per cent. of their holdings. Not only did practically all the stockholders exercise their right, but many outstanding Convertible Bonds were exchanged for stock for the purpose of acquiring subscription rights. These exchanges of bonds have changed the complexion of your capital obligations by extinguishing a large amount of the Convertible Bonds theretofore outstanding and correspondingly increasing the outstanding common stock. See page 8.

The Convertible Bonds of the new issue subscribed and to be delivered under terms outlined above, amount to \$28,258,000.

#### FUEL RESERVE FUND.

The Fund has been increased by profits derived from certain fuel properties.

Amount to credit of Fund June 30, 1908.....	\$155,426 90
Added during the year.....	158,249 95
In Fund June 30, 1909.....	<u>\$313,676 85</u>

On June 30, 1909, there remained in the treasury of the Cherokee & Pittsburg Coal and Mining Company an unexpended surplus amounting to \$259,202.89, so that the total amount available for replacement of fuel properties in which your Company is interested is \$572,879.74.

## NEW CONSTRUCTION.

In the last report it was indicated that while public opinion seemed to be changing, and there was reason to hope that the harassing of railroads had reached its climax, your Directors did not deem it wise to proceed to further development of the territory tributary to your lines until the reaction should become more apparent. The State most in need of development was Texas, and with but one exception its laws and the administration thereof have been the most severe and unjust; but in the last two years there has been a marked change in sentiment, evidenced by the fact that the last session of the Texas legislature resisted practically all efforts to commit the State to further radical legislation. There are still laws affecting railroads on the statute books of Texas which are not good for either the State or the railroads, but it is hoped that these laws will gradually disappear as their unfairness and injurious character become increasingly apparent. Acting on this hope, and in view of the crying needs of West Texas, your Directors have authorized the expenditure necessary to construct a main line connecting the Gulf, Colorado & Santa Fe Railway at Coleman with the Eastern Railway of New Mexico at Texico, with sundry branches—a total of about 500 miles—and have thus arranged to supply the needs of a vast territory which has been heretofore isolated and which will be enormously benefited by this investment. In taking this action, your Directors are relying on the ultimate good sense of the people of Texas and believe that it is reasonable to expect that the people whose property will be so largely benefited, and whose convenience will be so greatly promoted by this investment, will exert every effort to see that it receives fair treatment at the hands of their lawmakers.



### ARIZONA & CALIFORNIA RAILWAY.

This road, extending from Wickenburg, Arizona, to Parker, Arizona, a point on the Colorado River, has been completed, including the bridge over the river, and was opened for traffic on February 1, 1909, and the completion of this line from the west bank of the Colorado River to a junction with the main line at or near Bengal, California, has been authorized by your Directors.

### SUNSET WESTERN RAILWAY.

An extension of the Sunset Railroad from Pentland to Fellow, Kern County, California, to reach the Midway Oil Field has been constructed jointly with the Southern Pacific Company under the charter of the Sunset Western Railway Company. The extension is 14.9 miles in length and was completed and opened for traffic January 1, 1909.

### TEXAS & GULF RAILWAY.

The extension of this line from Zuber, Texas, to a connection with the Gulf, Beaumont & Great Northern Railway at Center, Texas, a distance of 21.31 miles, has been completed, and there is now (in connection with the Gulf & Interstate Railway) a continuous line in East Texas between Galveston and Longview. It had been the intention to extend this line to the Red River and through Oklahoma to a connection with your existing lines in that State, but this plan cannot be carried out at this time because such railroad construction in the State of Oklahoma is rendered impossible by the present laws of that State.

### TRANSCONTINENTAL SHORT LINE.

As stated in the last Annual Report, the line of The Eastern Railway Company of New Mexico from Rio Puerco to Texico, New Mexico, forming a new low-grade transcontinental line was opened for traffic on July 1, 1908.

The work of reducing grades and curvature of your Company's lines between Texico, New Mexico, and Mulvane, Kansas, used in connection with the new Transcontinental Short Line has been continued throughout the year, and had progressed to an extent which warranted transferring to the new line practically the entire transcontinental freight traffic in March last, greatly to the relief of the New Mexico, Arkansas River and Western divisions, resulting in ability to make better time on all classes of traffic. There remains to be done a considerable amount of ballasting on both the new and reconstructed lines, which is in active progress.

#### ADDITIONAL MAIN-TRACK MILEAGE.

Second-track work on the Illinois and Missouri Divisions is also in progress as follows :

Edelstein, Ill., to Knox, Ill.....	34.4 miles.
Surrey, Ill., to Smithshire, Ill.....	18.0 "
Wyaconda, Mo., to Bucklin, Mo.....	69.3 "
Rothville, Mo., to Carrollton, Mo.....	31.7 "
At Sibley, Mo.....	3.3 "
Total.....	156.7 miles.

The mileage of second track in operation at close of fiscal year was 492.80 miles ; under construction, nearly completed, 36.20 miles, so that by January 1st next the total will be 529.00 miles.

#### BUSINESS AND EARNINGS.

During the year covered by this report we have largely recovered from the depression which overtook all forms of industry in the fall of 1907 and continued for nearly a year. As stated herein, our gross operating revenues were \$3,647,920.49 in excess of those of the previous year and only \$77,590.63 less than those of the banner year ending June 30, 1907, as revised, while operating income was the largest in our history. Owing to improved working conditions due to

the liberal expenditures made on your property it has been possible to make large reductions in operating costs without allowing the road or equipment to deteriorate in the least ; and the condition of the System as a machine capable of turning out large quantities of transportation has steadily improved.

### LITIGATION.

During the year it was found necessary to appeal to the Courts against the attempt of the State of Missouri to enforce a rate of two cents per mile for passenger fares ; the appeal was successful and the old rates are substantially restored in that State. In Kansas and Oklahoma the two cent rate is still in effect, but hopes are entertained that the Courts will afford us the same protection when the cases are tried. It is unfortunate that in such cases the railroad companies are sometimes forced to accept rates that are non-compensatory pending the long process necessary to a fair hearing in the Courts. There is no railroad in the West the passenger traffic of which approximates paying its proper share of the fixed charges and operating expenses of the road even on a maximum rate of three cents per mile ; and this can be conclusively shown to the satisfaction of the Courts.

It has also been necessary to appeal to the Courts in the matter of taxes in Oklahoma, where an endeavor has been made to increase the taxes on your property to a point beyond reason as compared to other property in the State. Injunctions have also been obtained as to two orders of the Interstate Commerce Commission, and the cases are now being tried. It is the desire of your Board to comply with the requirements of State and Federal authorities whenever possible, but cases arise where the injury resulting from such compliance is too serious to be submitted to without recourse to legal remedies.

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It is with profound sorrow that your Directors have to record the death on May 19, 1909, of Mr. Henry H. Rogers, who had served as a member of the Board of Directors and Executive Committee since February 8, 1905.

During that period this Company had the benefit of his wise and loyal counsel and his faithful participation in its affairs. His death has deprived the Company of services which were especially valuable because of his wide experience, sound judgment and attentive application to business.

Your Directors believe it fitting that this record be made of their appreciation of his efforts in behalf of the Company.

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Your Directors take pleasure in acknowledging the loyal and efficient efforts of the officers and employes of the Company.

EDWARD P. RIPLEY,  
*President.*





STATEMENTS.



THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—SYSTEM.

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Railway Company of New Mexico, The Pecos & Northern Texas Railway Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix Railway Company and The Southern Kansas Railway Company of Texas.

## INCOME ACCOUNT FOR THE FISCAL YEAR ENDING JUNE 30, 1909.

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Operating Revenues:		
Freight.....	\$64,212,638 10	
Passenger .....	22,734,505 82	
Mail, Express and Miscellaneous .....	7,318,573 45	
	<u>\$94,265,716 87</u>	
Operating Expenses:		
Maintenance of Way and Structures.....	\$12,584,406 81	
Maintenance of Equipment .....	13,903,897 37	
Traffic Expenses.....	1,904,822 11	
Transportation Expenses.....	25,674,863 83	
General Expenses.....	2,127,205 07	
	<u>\$57,495,195 19</u>	
Taxes.....	3,015,218 53	
Balance, Operating Income carried down.....	33,755,303 15	
	<u>\$94,265,716 87</u>	
Operating Income brought down.....	\$33,755,303 15	
Interest and Discount.....	811,307 86	
Income from Investments.....	342,247 01	
Miscellaneous Income Receipts.....	4,830 15	
	<u>\$39,255,716 87</u>	
Operating Expenses:		
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Balance, Operating Income carried down.....	33,755,303 15	
	<u>\$94,265,716 87</u>	
Operating Income brought down.....	\$33,755,303 15	
Interest and Discount.....	811,307 86	
Income from Investments.....	342,247 01	
Miscellaneous Income Receipts.....	4,830 15	
	<u>\$39,255,716 87</u>	
Operating Expenses:		
Maintenance of Way and Structures.....	\$12,584,406 81	
Maintenance of Equipment .....	13,903,897 37	
Traffic Expenses.....	1,904,822 11	
Transportation Expenses.....	25,674,863 83	
General Expenses.....	2,127,205 07	
	<u>\$57,495,195 19</u>	
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Traffic Expenses.....	1,904,822 11	
Transportation Expenses.....	25,674,863 83	
General Expenses.....	2,127,205 07	
	<u>\$57,495,195 19</u>	
Taxes.....	3,015,218 53	



## THE ATCHISON, TOPEKA &amp; SANTA

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El  
 Railway Company of New Mexico, The Pecos & Northern Texas Railway  
 Railway Company and The Southern

## GENERAL BALANCE

Balances June 30, 1908.	ASSETS.		Balances June 30, 1909.
\$505,959,077 07	RAILROADS, FRANCHISES AND OTHER PROP- ERTY, including Stocks, Bonds, etc. (Ex- hibit A).....		\$527,908,894 28
21,949,817 21	EXPENDITURES FOR ADDITIONS AND BETTER- MENTS. CONSTRUCTION AND OTHER CAPITAL PURPOSES DURING CURRENT FISCAL YEAR (Exhibit B) .....		4,618,718 45
\$527,908,894 28	Total .....		\$532,527,612 73
6,267,742 80	INVESTMENTS, NEW ACQUISITIONS (Exhibit C) ..		7,288,123 86
.....	Balance carried down.....		7,436,313 41
\$534,176,637 08			\$546,952,050 00
1,591,987 08	BALANCE FROM CAPITAL ACCOUNT .....		.....
7,550,691 88	OTHER INVESTMENTS .....		8,435,534 38
14,639,058 49	MATERIAL AND SUPPLIES .....		10,979,159 03
137,766 71	PREPAID INSURANCE PREMIUM.....		109,469 58
155,426 90	GUARANTY TRUST CO. OF NEW YORK: Cash Deposit for Fuel Reserve Fund .....		212,676 85
	ACCOUNTS RECEIVABLE :		
	\$1,223,586 53 Traffic Balances. ....	\$1,496,531 15	
	492,474 14 Agents and Conductors .....	357,223 71	
	672,087 09 U. S. Government.....	315,784 67	
	3,702,858 34 Miscellaneous.....	3,814,180 26	
6,096,006 10			6,013,719 79
	CASH ON HAND AND IN BANK :		
	Time Deposits.....	\$10,579,941 79	
9,407,865 15	\$9,407,865 15 Check Deposits and in Treasury.....	19,456,563 04	30,036,504 83
\$39,578,802 31			\$55,888,064 46

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's system satisfactory certificates from the Trustees as to the securities pledged under the different mortgages, New York, September 8, 1909.

## FE RAILWAY COMPANY—SYSTEM.

Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix Kansas Railway Company of Texas.

SHEET JUNE 30, 1909.

Balances June 30, 1908.	LIABILITIES.		Balances June 30, 1909.
\$217,130,230 00	CAPITAL STOCK : Outstanding (Exhibit D).....		\$235,733,230 00
315,454,420 00	FUNDED DEBT: Bonds Outstanding (Exhibit E).....		311,218,820 00
1,591,987 08	Balance carried down.....		.....
\$534,176,637 08			\$546,952,050 00
.....	BALANCE FROM CAPITAL ACCOUNT.....		\$7,136,313 41
\$ 264,679 98	BRIDGE RENEWAL RESERVE.....		120,327 96
	RESERVE FOR FUEL LANDS: The Atchison, Topeka & Santa Fe Ry. Co... Cherokee & Pittsburg Coal and M. Co.....	\$312,960 64 716 21	313,676 85 181,617 45 887,643 35 1,489,373 91 95,388 41
155,426 90	EQUIPMENT REPLACEMENT RESERVE.....		
234,066 01	EQUIPMENT RECONSTRUCTION RESERVE.....		
1,150,063 45	RAIL RENEWAL RESERVE.....		
831,013 18	TIE RENEWAL RESERVE.....		
	DIVIDENDS ON PREFERRED AND COMMON STOCK: No. 22 on Prfd. Stock, payable Aug. 2, 1909.. Unclaimed Dividends .....	\$2,854,345 00 32,984 25	2,887,329 25
2,885,125 75	ACCRUED TAXES NOT YET DUE.....		1,614,237 09
1,494,138 87	INTEREST ON FUNDED DEBT: Accrued, not due..... Coupons not presented.....	\$3,700,731 24 678,365 00	4,379,096 24
4,154,576 27	ACCOUNTS PAYABLE: Pay Rolls..... Audited Vouchers..... Traffic Balances..... Miscellaneous.....	\$3,107,502 49 3,119,555 32 1,266,053 24 1,468,696 75	8,961,809 80
8,006,846 40	PRIOR ACCOUNTS IN LIQUIDATION.....		.....
50,000 00	APPROPRIATED INCOME: Expended for Additions and Betterments.. Reserve for future Additions and Betterments.....	\$4,000,000 00 5,000,000 00	9,000,000 00 18,821,250 74
20,352,865 50	PROFIT AND LOSS: Surplus.....		\$55,888,064 46
\$39,578,802 31			

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE & CO., Auditors.

GENERAL BALANCE SHEET—EXHIBIT A.  
RAILROADS, FRANCHISES AND OTHER PROPERTY.

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Amount June 30, 1908, as published in Annual Report...	\$505,959,077 07
Expenditures for Construction and Equipment during	
Fiscal Year ending June 30, 1908.....	21,949,817 21
	<hr/>
	\$527,908,894 28

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## GENERAL BALANCE SHEET—EXHIBIT C.

## INVESTMENTS—NEW ACQUISITIONS.

Expenditures to June 30, 1908, as shown in Annual Report.....		\$6,267,742 80
Expenditures during the Fiscal Year ending June 30, 1909:		
Grand Canyon Ry.....	\$ 2,954 01	
Santa Fe Land Improvement Co.:		
Chanslor-Canfield Midway Oil Co.....	933,500 00	
Sunset Western Ry.....	124,742 80	
	<hr/>	\$1,061,196 81
Deduction		
Santa Fe Land Improvement Co.:		
Texas Tie & Lumber Preserving Co.....	40,815 75	
	<hr/>	1,020,381 06
		<hr/> \$7,288,123 86

## GENERAL BALANCE SHEET—EXHIBIT D.

## CAPITAL STOCK JUNE 30, 1909.

	Issued.*	In Treasury.	Outstanding.
Common .....	\$131,604,000	\$44,500	\$121,559,500
Preferred.....	114,199,530	25,800	114,173,730
	<hr/> \$235,803,530	<hr/> \$70,300	<hr/> \$235,733,230

\* Not including \$17,286,470 Preferred Stock placed in special trust for certain purposes by the Reorganization Committee and not used.

## GENERAL BALANCE SHEET—EXHIBIT E.

## FUNDED DEBT, JUNE 30, 1909.

Class of Bond.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage—				
Due October 1, 1995.....	4%	\$152,562,500	\$1,928,000	\$150,634,500
Adjustment Mortgage—				
Due July 1, 1995 .....	4%	51,728,000	382,000	51,346,000
Convertible Bonds—				
Due June 1, 1955.....	4%	34,063,000	996,000	33,067,000
Convertible Bonds—				
Due June 1, 1917.....	5%	22,100,000	.....	22,100,000
Transcontinental Short Line—				
Due July 1, 1958.....	4%	17,000,000	.....	17,000,000
Serial Debentures—				
\$2,500,000 due February 1				
of each year until 1914...	4%	12,401,000	.....	12,401,000
Eastern Oklahoma Division—				
Due March 1, 1928 .....	4%	9,603,000	.....	9,603,000
San Francisco & San Joaquin				
Valley Ry.—				
Due October 1, 1940.....	5%	6,000,000	.....	6,000,000
Chicago & St. Louis Ry.—				
Due March 1, 1915 .....	6%	1,500,000	.....	1,500,000
Santa Fe, Prescott & Phoenix				
Ry.—				
Due September 1, 1942.....	5%	4,940,000	.....	4,940,000
Miscellaneous Divisional Bonds ... ..	.....	2,628,350	1,030	2,627,320
		<hr/> \$314,525,850	<hr/> \$3,307,030	<hr/> \$311,218,820

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1909 AND 1908.

	1909.	1908.
<b>OPERATING REVENUES.</b>		
FREIGHT .....	\$64,212,638 10	\$61,848,638 51
PASSENGER .....	22,734,505 32	21,643,427 49
MAIL, EXPRESS AND MISCELLANEOUS .....	7,318,573 45	7,125,730 38
<b>TOTAL OPERATING REVENUES.....</b>	<b>\$94,265,716 87</b>	<b>\$90,617,796 38</b>
<b>OPERATING EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Superintendence.....	\$ 795,671 08	\$ 848,023 66
Ballast.....	149,645 59	146,376 08
Ties .....	2,230,304 88	2,569,599 89
Rails .....	1,125,524 11	917,531 94
Other Track Material.....	664,418 39	795,928 60
Roadway and Track.....	4,771,340 80	5,255,744 28
Removal of Snow, Sand, and Ice.....	27,724 06	33,077 31
Tunnels.....	14,716 35	156,413 60
Bridges, Trestles, and Culverts.....	1,089,507 91	1,107,356 47
Over and Under Grade Crossings.....	15,260 40	10,228 53
Grade Crossings, Fences, Cattle Guards, and Signs.....	238,418 97	189,509 17
Snow and Sand Fences and Snow Sheds.....	1,768 09	1,477 81
Signals and Interlocking Plants.....	150,727 25	158,840 53
Telegraph and Telephone Lines.....	121,666 40	142,900 53
Buildings, Fixtures, and Grounds.....	1,281,156 89	1,496,489 32
Docks and Wharves.....	27,395 93	51,829 61
Roadway Tools and Supplies.....	153,451 31	161,350 18
Injuries to Persons.....	68,422 41	67,187 43
Stationery and Printing.....	14,010 27	17,102 66
Other Expenses.....	4,014 94	7,287 45
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.....	169,126 06	146,147 90
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.....	229,865 28	159,574 93
<b>Total .....</b>	<b>\$12,884,406 81</b>	<b>\$14,120,828 02</b>
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence.....	\$ 429,606 13	\$ 433,664 83
Steam Locomotives—Repairs.....	4,756,678 33	5,771,985 11
Steam Locomotives—Depreciation.....	734,613 87	716,752 94
Passenger-Train Cars—Repairs.....	1,061,466 52	1,000,377 04
Passenger-Train Cars—Renewals.....	31,883 80	6,382 16
Passenger-Train Cars—Depreciation.....	153,154 24	150,007 17
Freight-Train Cars—Repairs.....	4,962,139 58	4,158,075 67
Freight-Train Cars—Renewals.....	247,328 33	242,591 94
Freight-Train Cars—Depreciation.....	1,009,226 90	1,105,379 87
Floating Equipment—Repairs.....	23,812 58	46,273 56
Floating Equipment—Depreciation.....	20,169 02	18,198 93
Work Equipment—Repairs.....	75,961 56	163,531 54
Work Equipment—Renewals.....	.....	6,841 07
Work Equipment—Depreciation.....	22,675 18	21,431 17
Shop Machinery and Tools.....	289,633 74	290,832 32
Injuries to Persons.....	41,253 35	50,052 27
Stationery and Printing.....	39,165 89	48,988 80
Other Expenses.....	3,960 07	31,423 68
Maintaining Joint Equipment at Terminals—Dr.....	14,513 34	12,034 02
Maintaining Joint Equipment at Terminals—Cr.....	13,345 06	28,202 65
<b>Total.....</b>	<b>\$13,903,897 37</b>	<b>\$14,246,621 44</b>

Credits in italics.

The Operating Expense figures for the fiscal year ending June 30, 1908, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Supplement to the Third Revised Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1908.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1909 AND 1908.—*Continued.*

	1909.	1908.
<b>TRAFFIC EXPENSES:</b>		
Superintendence .....	\$ 443,608 93	\$ 406,616 89
Outside Agencies .....	812,345 81	808,310 64
Advertising .....	369,702 27	346,289 58
Traffic Associations .....	38,497 41	30,838 92
Industrial and Immigration Bureaus .....	79,097 76	47,233 41
Stationery and Printing .....	160,213 11	155,293 33
Other Expenses .....	1,356 82	1,681 11
Total .....	\$ 1,904,822 11	\$ 1,796,263 88
<b>TRANSPORTATION EXPENSES:</b>		
Superintendence .....	\$ 709,285 27	\$ 706,914 38
Dispatching Trains .....	508,354 32	439,389 68
Station Employees .....	3,682,930 81	3,711,555 10
Weighing and Car-Service Associations .....	66,791 56	72,154 93
Station Supplies and Expenses .....	347,665 09	359,048 53
Yard Masters and their Clerks .....	267,767 28	279,059 90
Yard Conductors and Brakemen .....	952,891 43	1,102,055 20
Yard Switch and Signal Tenders .....	39,577 06	43,347 51
Yard Supplies and Expenses .....	7,784 70	9,840 46
Yard Enginemen .....	555,528 03	619,028 46
Enginehouse Expenses—Yard .....	179,428 47	180,078 65
Fuel for Yard Locomotives .....	598,429 31	675,325 92
Water for Yard Locomotives .....	45,941 92	37,464 59
Lubricants for Yard Locomotives .....	9,518 90	14,733 68
Other Supplies for Yard Locomotives .....	11,635 23	16,732 53
Operating Joint Yards and Terminals—Dr. ....	362,998 83	337,048 09
Operating Joint Yards and Terminals—Cr. ....	<i>153,458 31</i>	<i>252,855 43</i>
Road Enginemen .....	3,381,916 18	3,687,936 21
Enginehouse Expenses—Road .....	1,044,584 67	1,113,631 72
Fuel for Road Locomotives .....	5,775,833 37	5,988,901 41
Water for Road Locomotives .....	589,723 21	690,831 17
Lubricants for Road Locomotives .....	115,073 10	149,915 48
Other Supplies for Road Locomotives .....	96,265 48	146,518 40
Road Trainmen .....	3,441,005 32	3,783,974 57
Train Supplies and Expenses .....	1,146,517 07	1,170,270 39
Interlockers and Block and Other Signals—Operation...	74,091 49	92,820 34
Crossing Flagmen and Gatemen .....	59,028 64	57,242 73
Draw Bridge Operation .....	12,831 65	12,530 27
Clearing Wrecks .....	110,758 82	175,461 39
Telegraph and Telephone—Operation .....	259,930 14	260,583 19
Operating Floating Equipment .....	104,958 76	110,839 95
Stationery and Printing .....	208,789 38	192,604 78
Other Expenses .....	65,271 18	76,953 83
Loss and Damage—Freight .....	1,234,564 40	1,565,423 75
Loss and Damage—Baggage .....	6,592 12	12,360 31
Damage to Property .....	143,531 39	99,986 45
Damage to Stock on Right of Way .....	138,187 98	146,494 21
Injuries to Persons .....	540,114 71	469,658 20
Operating Joint Tracks and Facilities—Dr. ....	100,817 30	52,540 29
Operating Joint Tracks and Facilities—Cr. ....	<i>168,592 43</i>	<i>62,311 62</i>
Total .....	\$26,674,863 83	\$28,395,589 60

Credits in italics.

The Operating Expense figures for the fiscal year ending June 30, 1908, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Supplement to the Third Revised Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1908.



OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR  
YEARS ENDING JUNE 30, 1909 AND 1908.—*Continued.*

	1909.	1908.
GENERAL EXPENSES:		
Salaries and Expenses of General Officers.....	\$ 233,844 50	\$ 251,154 13
Salaries and Expenses of Clerks and Attendants.....	870,590 69	803,972 56
General Office Supplies and Expenses .....	70,703 71	79,117 06
Law Expenses .....	341,289 16	328,610 50
Insurance .....	342,808 18	327,283 86
Pensions .....	30,514 09	16,348 86
Stationery and Printing .....	103,863 16	117,911 16
Other Expenses.....	123,577 71	143,669 41
General Administration Joint Tracks, Yards, and Termi- nals—Dr. ....	7,537 63	4,547 75
General Administration Joint Tracks, Yards, and Termi- nals—Cr. ....	2,523 76	2,003 02
Total.....	\$ 2,127,205 07	\$ 2,070,612 27
TOTAL OPERATING EXPENSES.....	\$57,495,195 19	\$60,629,915 21
NET OPERATING REVENUE.....	\$36,770,521 68	\$29,987,881 17

Credits in italics.

The Operating Expense figures for the fiscal year ending June 30, 1908, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Supplement to the Third Revised Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1908.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR  
ENDING JUNE 30, 1909.

Engineering .....	\$ 13,488 87
Right of Way and Station Grounds.....	337,423 75
Real Estate.....	2,526 03
Grading.....	985,732 75
Tunnels .....	1,534 04
Bridges, Trestles, and Culverts.....	749,281 18
Ties .....	237,705 90
Rails.....	433,887 90
Frogs and Switches.....	60,651 92
Track Fastenings and Other Material .....	331,683 73
Ballast .....	300,205 32
Track Laying and Surfacing.....	333,709 23
Roadway Tools.....	1,324 56
Fencing Right of Way .....	52,765 14
Crossings and Signs.....	88,228 54
Interlocking and Other Signal Apparatus.....	89,807 63
Telegraph and Telephone Lines.....	126,431 53
Station Buildings and Fixtures .....	202,958 89
General Office Buildings and Fixtures.....	13,285 75
Shops, Enginehouses, and Turntables.....	361,121 38
Shop Machinery and Tools.....	22,720 59
Water Stations .....	200,574 37
Fuel Stations.....	89,186 80
Grain Elevators.....	192 93
Storage Warehouses .....	83 31
Dock and Wharf Property.....	21,199 55
Miscellaneous Structures.....	30,925 21
Steam Locomotives.....	551,174 08
Passenger-Train Cars .....	72,409 29
Freight-Train Cars.....	607,819 53
Work Equipment.....	17,670 56
Law Expenses.....	205 72
Interest and Commissions.....	4,114 34
Other Expenditures.....	1,031 08
Total .....	\$4,018,930 72

Credits in italics.

EXPENDITURES FOR CONSTRUCTION DURING THE YEAR ENDING  
JUNE 30, 1909.

Engineering.....	\$ 81,152 52
Right of Way and Station Grounds.....	21,392 58
Real Estate .....	54,968 75
Grading .....	183,869 86
Bridges, Trestles, and Culverts.....	17,772 97
Ties .....	104,024 76
Rails .....	99,000 83
Frogs and Switches.....	1,396 79
Track Fastenings and Other Material .....	18,671 51
Ballast.....	1,299 57
Track Laying and Surfacing.....	51,173 41
Roadway Tools.....	1,083 83
Fencing Right of Way.. ..	33,602 41
Crossings and Signs .....	1,362 99
Interlocking and Other Signal Apparatus ..	4,162 76
Telegraph and Telephone Lines.....	2,821 59
Station Buildings and Fixtures.....	79,789 95
Shops, Enginehouses, and Turntables .. .	129,273 00
Shop Machinery and Tools .....	57,763 36
Water Stations.....	82,788 73
Fuel Stations.....	6,232 25
Miscellaneous Structures.....	13,328 62
Transportation of Men and Material .....	210 80
Rent of Equipment.....	8,254 05
Repairs of Equipment .. ..	2,521 35
Earnings and Operating Expenses during Construction .	15,059 39
Injuries to Persons.....	758 00
Passenger-Train Cars .....	3,067 75
Freight-Train Cars.....	20 87
Work Equipment.....	1,558 30
Law Expenses.....	2,514 52
Stationery and Printing.....	443 22
Insurance.....	5,933 06
Taxes.....	5,895 10
Other Expenditures.....	4,549 06
Total .....	\$896,743 85

Credits in italics.

COMPARISONS BY MONTHS OF OPERATING REVENUES, OPERATING EXPENSES AND NET  
OPERATING REVENUE FOR FISCAL YEARS ENDING JUNE 30, 1909 AND 1908.

		July.	August.	September.	October.	November.	December.	
Operating Revenues	1908	\$6,985,400 72	\$7,479,316 28	\$7,906,677 93	\$8,255,622 05	\$8,387,279 63	\$8,147,895 31	
	1907	7,939,554 91	7,988,890 36	8,077,118 63	8,572,456 97	8,021,125 18	8,140,482 15	
Operating Expenses	1908	\$4,356,486 23	\$4,651,969 55	\$4,837,285 73	\$5,259,017 69	\$5,107,786 36	\$4,643,188 24	
	1907	5,320,829 75	5,578,648 00	5,545,262 18	6,074,083 99	6,003,375 70	5,609,695 16	
Net Operating Revenue	1908	\$2,628,914 50	\$2,827,346 73	\$3,049,392 20	\$3,996,604 36	\$3,279,493 27	\$3,504,707 07	
	1907	2,618,725 16	2,410,242 36	2,531,856 45	2,498,372 98	2,017,749 48	2,530,786 99	
	Inc.	\$ 10,189 34	\$ 417,104 37	\$ 517,535 75	\$ 498,231 38	\$1,261,743 79	\$ 973,920 08	
	Dec.	.....	.....	.....	.....	.....	.....	

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Operating Revenues	1909	\$7,456,225 46	\$7,215,792 69	\$8,272,721 81	\$8,006,008 69	\$8,050,274 81	\$8,102,501 49	\$94,265,716 87
	1908	7,316,675 08	6,752,551 67	7,401,519 55	7,361,388 10	6,715,415 66	6,320,618 12	90,617,796 38
Operating Expenses	1909	\$4,679,247 60	\$4,452,232 32	\$4,797,121 72	\$4,809,707 69	\$5,015,926 02	\$4,865,226 05	\$57,495,195 19
	1908	5,356,469 47	4,429,298 21	4,462,180 65	4,428,743 86	4,244,948 28	3,576,379 96	60,629,915 21
Net Operating Revenue	1909	\$2,776,977 86	\$2,763,560 37	\$3,475,600 09	\$3,196,301 00	\$3,034,348 79	\$3,237,275 44	\$36,770,521 68
	1908	1,960,205 61	2,323,253 46	2,939,338 90	2,932,644 24	2,470,467 38	2,754,238 16	29,987,881 17
	Inc.	\$ 816,772 25	\$ 440,306 91	\$ 536,261 19	\$ 263,656 76	\$ 563,881 41	\$ 483,037 28	\$ 6,782,640 51
	Dec.	.....	.....	.....	.....	.....	.....	.....

The Operating Expense figures for the fiscal year ending June 30, 1908, used for comparative purposes, are not the same as shown in the last Annual Report but are revised in accordance with the Supplement to the Third Revised Classification of Operating Expenses as prescribed by the Interstate Commerce Commission, effective July 1, 1908.



## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR YEARS ENDING JUNE 30, 1909 AND 1908.

	1909.	1908.
<b>FREIGHT :</b>		
Freight Revenue.....	\$64,212,638 10	\$61,848,638 51
Number of Tons of Revenue Freight Carried .....	17,220,597	16,610,912
Number of Tons of Revenue Freight Carried One Mile.....	6,260,172,676	6,263,257,193
Number of Tons of Company Freight Carried One Mile.....	1,445,680,854	1,474,188,334
Average Distance per Ton—Revenue Freight—Miles.....	363.53	377.06
Average Revenue per Ton—Revenue Freight.....	\$3 73	\$3 72
Average Revenue per Ton per Mile—Revenue Freight—in Cents.....	1.026	.987
Average Tons of Freight (Revenue and Company) per Loaded Car Mile.....	18.35	18.68
Average Tons of Freight (Revenue and Company) per Freight-Train Mile.....	366.06	354.97
Average Freight Revenue per Freight-Train Mile.....	\$3 05	\$2 84
<b>PASSENGER :</b>		
Passenger Revenue.....	\$22,734,505 32	\$21,643,427 49
Number of Passengers Carried.....	12,605,697	11,236,904
Number of Passengers Carried One Mile.....	1,108,004,215	1,028,779,786
Average Distance per Passenger—Miles.....	87.90	91.55
Average Revenue per Passenger.....	\$1 80	\$1 93
Average Revenue per Passenger per Mile in Cents.....	2.052	2.104
Average Passenger Revenue per Passenger-Train Mile .....	\$1 21	\$1 17
Passenger-Train Revenue.....	\$28,562,149 15	\$27,116,723 78
Average Passenger-Train Revenue per Passenger-Train Mile.....	\$1 52	\$1 46

Passenger-Train Revenue consists of the sum of Interstate Commerce Commission Operating Revenue Accounts Nos. 2 to 8 inclusive.

The averages per train mile are determined in accordance with the Interstate Commerce Commission formula, which provides that the entire mixed train mileage shall be added to the freight-train mileage in determining the averages per freight-train mile, and that the same mileage shall also be added to the passenger-train mileage in determining the averages per passenger-train mile.

CLASSIFICATION OF FREIGHT TONNAGE (COMPANY MATERIAL EXCLUDED)  
FOR YEARS ENDING JUNE 30, 1909 AND 1908.

	1909.		1908.	
	Tons.	%	Tons.	%
<b>PRODUCTS OF AGRICULTURE:</b>				
Corn .....	486,366		506,073	
Wheat .....	751,953		831,236	
Other Grain.....	202,312		191,086	
Total Grain.. .....	1,440,631	8.37	1,528,395	9.20
Flour .....	468,003		410,430	
Other Mill Products.....	198,202		171,861	
Hay, Straw and Broom Corn.....	314,073		340,593	
Cotton.....	299,061		224,541	
Cotton Seed and its Products.....	233,488		155,053	
Fruits and Vegetables.....	912,290		864,155	
Other Agricultural Products.....	108,885		105,546	
Total Products of Agriculture.....	3,974,633	23.08	3,800,574	22.88
<b>PRODUCTS OF ANIMALS:</b>				
Live Animals. ....	1,104,707		1,002,879	
Dressed Meats.....	58,730		75,222	
Other Packing House Products.....	66,765		81,505	
Poultry, Game and Fish.....	35,828		40,036	
Wool .....	20,581		17,234	
Hides and Leather.....	12,791		14,382	
Other Animal Products .. ..	119,461		83,899	
Total Products of Animals .....	1,418,863	8.24	1,315,157	7.92
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	26,299		12,986	
Bituminous Coal.....	2,503,909		2,709,943	
Coke.....	266,005		277,471	
Ore and Bullion .....	240,846		398,795	
Stone and Sand.. .....	1,050,865		853,013	
Salt.....	125,950		127,375	
Other Mineral Products.....	674,406		945,402	
Total Products of Mines. ....	4,888,280	28.39	5,324,985	32.05
<b>PRODUCTS OF FORESTS:</b>				
Lumber .....	1,577,879		1,251,850	
Other Forest Products .....	776,930		809,812	
Total Products of Forests .....	2,354,809	13.67	2,061,662	12.41
<b>MANUFACTURES:</b>				
Petroleum and Other Oils .....	367,853		254,102	
Sugar.....	116,365		129,430	
Iron—Pig, Bloom and Scrap.....	26,730		30,061	
Iron and Steel Rails and Trimmings....	36,603		91,110	
Other Castings and Machinery.....	253,980		264,694	
Bar and Sheet Metal .....	98,168		94,735	
Cement, Brick and Lime .....	1,135,430		807,247	
Agricultural Implements.....	57,227		53,196	
Wagons, Carriages and Other Vehicles..	32,116		30,808	
Wines, Liquors and Beer.....	105,559		105,992	
Household Goods and Furniture.....	162,635		139,390	
Water.....	255,124		364,440	
Other Manufactured Products.....	763,648		615,843	
Total Manufactures.....	3,411,438	19.81	3,981,048	17.95
Total Carload Tonnage.....	16,048,023	93.19	15,483,426	93.21
Merchandise—L. C. L. Tonnage .....	1,172,574	6.81	1,127,486	6.79
Total Tonnage, exclusive of Company Material.....	17,220,597	100.00	16,610,912	100.00

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1909 AND 1908.

	1909.	1908.
<b>MILEAGE :</b>		
Freight .....	20,918,328	22,201,417
Passenger .....	17,181,071	17,030,719
Mixed .....	2,564,013	2,415,998
Special .....	94,904	88,007
Work .....	1,860,138	1,845,752
Switching .....	6,256,181	6,846,199
Total .....	48,874,635	50,428,092
Miles run by Coal Burners.....	32,249,560	33,035,879
Miles run by Oil Burners.....	16,625,075	17,392,213
<b>CONSUMPTION OF FUEL AND STORES :</b>		
Waste (pounds).....	419,244	701,023
Oil, all kinds (pints).....	5,235,990	6,598,326
Oil, lubricating (pints).....	3,615,083	4,337,205
Coal (tons) .....	2,340,290	2,505,172
Fuel Oil (tons) .....	733,920	789,874
Wood (cords).....	17,998	18,887
<b>COST OF MAINTENANCE, SERVICE AND SUPPLIES :</b>		
Repairs.....	\$ 4,755,732 37	\$ 5,873,991 01
Renewals and Depreciation.....	734,613 87	716,752 94
Wages of Engineers, Firemen and Enginehouse Employees..	5,362,988 59	5,740,431 90
Lubricants .....	130,579 75	174,978 72
Other Supplies.....	112,090 74	179,759 50
Coal.....	3,765,870 01	3,959,804 35
Fuel Oil.....	2,764,800 55	2,858,198 10
Wood .....	34,155 71	41,990 51
Total.....	\$17,660,831 59	\$19,545,907 03
<b>COST PER MILE RUN—IN CENTS :</b>		
For Repairs.....	9.73	11.65
For Renewals and Depreciation.....	1.50	1.42
For Engineers, Firemen and Enginehouse Employees.....	10.97	11.38
For Lubricants.....	.27	.35
For Other Supplies.....	.23	.36
For Fuel—Coal and Wood.....	11.78 } Av'rge	12.11 } Av'rge
For Fuel—Oil.....	16.63 } 13.43	16.43 } 13.60
Total.....	36.13	38.76
<b>MILES RUN :</b>		
To One Ton of Coal.....	13.78	13.19
To One Ton of Fuel Oil.....	22.65	22.02
To One Pint of Oil, all kinds.....	9.33	7.63
To One Pint of Oil, lubricating.....	13.52	11.63
<b>AVERAGE COST OF FUEL :</b>		
Coal, per Ton.....	\$1.61	\$1.58
Fuel Oil, per Ton.....	3.77	3.62
Wood, per Cord.....	1.90	2.22

The amounts shown for Repairs, Renewals and Depreciation, cover only direct charges to these accounts while the average maintenance charges shown on page 11 include a proportion of unlocated expenditures for maintenance of equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintenance of Joint Equipment at Terminals.



## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1909 AND 1908.

	1909.	1908.
<b>TRAIN MILEAGE :</b>		
Freight .....	18,519,422	19,455,221
Passenger .....	16,235,342	16,227,670
Mixed. ....	2,531,315	2,341,946
Special. ....	84,612	86,522
Total .....	37,370,691	38,111,359
<b>CAR MILEAGE :</b>		
Freight Cars in Freight Service.....	592,908,424	584,160,959
Passenger Cars in Passenger Service.....	113,684,511	110,735,296
Total .....	706,592,935	694,896,255
<b>FREIGHT CAR MILEAGE SUBDIVIDED :</b>		
Loaded :		
East or North .....	205,405,346	198,653,189
West or South.....	214,481,854	215,602,473
Total . ....	419,887,200	414,255,662
Empty :		
East or North. ....	88,768,508	94,665,747
West or South.....	84,252,716	75,239,550
Total ... ..	173,021,224	169,905,297
<b>WORK TRAIN MILEAGE :</b>		
Freight Class.....	1,598,121	1,657,770
Passenger Class.....	104,952	104,129
Total.....	1,703,073	1,761,899

## EQUIPMENT IN SERVICE, JUNE 30, 1909.

Description.	Number.
LOCOMOTIVES.....	1,872
PASSENGER-TRAIN CARS :	
Air-Brake Instruction.....	2
Baggage and Express.....	217
Business.....	39
Cafe-Observation.....	5
Chair.....	133
Coach—First Class.....	338
Coach—Second Class.....	27
Coach, Baggage, and Express.....	59
Coach and Mail.....	10
Coach, Mail, Baggage, and Express.....	29
Composite.....	15
Dining.....	25
Express—Box.....	2
Express—Horse.....	22
Mail.....	43
Mail, Baggage, and Express.....	105
Motor Coach.....	2
Parlor.....	6
Smoking.....	97
TOTAL PASSENGER-TRAIN CARS.....	1,176
FREIGHT-TRAIN CARS :	
Ballast.....	2,500
Beer.....	19
Box.....	22,414
Caboose.....	753
Coal.....	9,119
Flat.....	3,674
Furniture.....	1,135
Refrigerator.....	6,055
Stock.....	3,799
Stock and Coke (Combination).....	3,492
Tank—Oil.....	1,637
Tank—Water.....	101
TOTAL FREIGHT-TRAIN CARS.....	54,698
WORK EQUIPMENT :	
Ballast Spreader.....	15
Ballast Unloader.....	14
Boarding and Bunk.....	103
Derrick.....	23
Ditcher and Wrecker.....	4
Frontier Station.....	1
Motor Inspection.....	1
Paint.....	4
Pile Driver.....	26
Plow.....	16
Rail Saw.....	2
Shop and Supply.....	35
Snow Flanger.....	6
Snow Plow.....	3
Steam Shovel.....	22
Test Weight.....	2
Tool.....	18
Weed Burner.....	3
TOTAL WORK EQUIPMENT.....	298
TOTAL CARS.....	56,172
FLOATING EQUIPMENT :	
Steam and Ferry Boats.....	2
River Steamers.....	1
Tugs.....	3
Car Floats.....	4
TOTAL FLOATING EQUIPMENT.....	10

Statement showing number of locomotives of each class owned June 30, 1908, number sold or broken up and number added during the year and total number of each class owned and average weight of same as of June 30, 1909.

Type.	Class.	Owned June 30, 1908.	Sold or Broken up.	Added.	Changes in Classes.	Owned June 30, 1909.	Average Total Weight Locomotives (Tons).	Average Weight on Drivers (Tons).
Switch.....	Simple .....	149	....	....	....	149	58.11	58.11
Eight Wheel..	Simple .....	238	....	....	....	238	47.21	30.75
Mogul.....	Simple .....	23	....	....	....	23	69.96	59.09
Mogul .....	Compound .....	35	....	....	....	35	82.00	67.51
Ten Wheel....	Simple .....	426	....	....	....	426	64.42	49.61
Ten Wheel...	Compound .....	6	....	....	....	6	83.00	66.00
Twelve Wheel.	Simple .....	6	....	....	....	6	64.67	52.17
Consolidation..	Simple .....	307	....	....	+ 5	312	76.30	67.40
Consolidation .	Compound .....	76	....	....	- 5	71	100.45	88.62
Pacific .....	Simple .....	33	....	....	....	33	109.80	72.95
Pacific.....	Balanced Compound	41	....	....	....	41	113.34	75.95
Prairie .....	Balanced Compound	56	....	....	....	56	124.11	87.36
Prairie .....	Compound .....	177	....	....	....	177	108.45	74.11
Atlantic.....	Balanced Compound	121	....	....	....	121	101.15	52.57
Decapod.....	Compound .....	3	....	....	....	3	131.00	117.00
Mikado .....	Simple .....	15	....	....	....	15	131.70	100.15
Santa Fe.....	Simple .....	1	....	....	+ 1	2	140.81	115.15
Santa Fe.....	Compound .....	159	....	....	- 1	158	143.62	117.29
Totals .....	.....	1,872	....	....	....	1,872	82.98	63.76

NOTE.—The average tractive power per engine June 30, 1909, was 29,714 as against 29,757 June 30, 1908, being a decrease of .14 per cent.



## MAIN-TRACK MILEAGE.

June 30, 1909.

	Oper- ated.	Owued.
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY:</b>		
Dearborn Station to Stewart Avenue .....	1.43	.....
Stewart Avenue to Crawford Avenue .....	5.00	5.00
Crawford Avenue to Ancona, Ill. ....	88.99	88.99
Ancona, Ill., to Big Blue Junction, Mo. ....	350.86	350.86
Big Blue Junction, Mo., to Kansas City, Mo. ....	6.60	.....
Ancona, Ill., to Streator Junction, Ill. ....	30.73	30.73
Streator Junction, Ill., to Pekin Junction, Ill. ....	5.91	.....
Pekin Junction, Ill., to Pekin, Ill. ....	21.33	21.33
North Lexington, Mo., to St. Joseph, Mo. ....	76.38	76.38
St. Joseph, Mo., to Atchison, Kas. ....	20.35	.09
Atchison, Kas., to Kansas-Colorado Line, ....	470.53	470.53
Hawthorne, Kas., to Wilder, Kas. ....	45.41	45.41
Kansas City, Mo., to Topeka, Kas. ....	66.20	66 01
Emporia, Kas., to Moline, Kas. ....	83.23	83.23
Florence, Kas., to Winfield, Kas. ....	72.73	72.73
Florence, Kas., to Ellinwood, Kas. ....	98.21	98.21
Newton, Kas., to Arkansas City, Kas. ....	78.18	78.18
Mulvane, Kas., to Caldwell, Kas. ....	37.21	37.21
Quenemo, Kas., to Osage City, Kas. ....	19.42	19.42
Strong City, Kas., to Bazar, Kas. ....	11.68	11.68
Neva, Kas., to Kansas-Nebraska Line. ....	151.83	151.83
Kansas-Nebraska Line to Superior, Neb. ....	2.53	.....
Manchester, Kas., to Barnard, Kas. ....	43.56	43.56
Abilene, Kas., to Salina, Kas. ....	22.56	22.56
Augusta, Kas., to Mulvane, Kas. ....	20.26	20.26
Little River, Kas., to Holyrood, Kas. ....	26.30	26.30
Mulvane, Kas., to Englewood, Kas. ....	166.30	166.30
Hutchinson, Kas., to Kinsley, Kas. ....	83.86	83.86
Great Bend, Kas., to Scott City, Kas. ....	120.07	120.07
Larned, Kas., to Jetmore, Kas. ....	46.33	46.33
Independence, Kas., to Cedar Vale, Kas. ....	54.79	54.79
Chanute, Kas., to Longton, Kas. ....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas. ....	40.57	40.57
Burlington, Kas., to Gridley, Kas. ....	10.89	10.89
Colony, Kas., to Yates Center, Kas. ....	24.71	24.71
Holliday, Kas., to Kiowa, Kas. ....	325.85	325.85
Attica, Kas., to Medicine Lodge, Kas. ....	20.95	20.95
Lawrence, Kas., to Ottawa, Kas. ....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas. ....	54.31	54.31
Burlington Junction, Kas., to Burlington, Kas. ....	41.47	41.47
Chanute, Kas., to Girard, Kas. ....	40.04	40.04
Girard, Kas., to Chicopee, Kas. ....	17.67	17.67
Cherryvale, Kas., to Coffeyville, Kas. ....	17.98	17.98
Wellington, Kas., to Hunnewell, Kas. ....	18.31	18.31
Arkansas City, Kas., to Purcell, Okla. ....	154.46	154.46
Newkirk, Okla., to Pauls Valley, Okla. ....	183.67	183.67
Guthrie Junction, Okla., to Cushing, Okla. ....	47.85	47.85
Ripley, Okla., to Esau, Okla. ....	40.41	40.41
Seward, Okla., to Cashion, Okla. ....	.....	10.60
Pauls Valley, Okla., to Lindsay, Okla. ....	24.18	24.18
Davis, Okla., to Sulphur, Okla. ....	9.28	9.28
Guthrie, Okla., to Kiowa, Kas. ....	115.94	113.00
Kiowa, Kas., to Oklahoma-Texas Line. ....	117.61	117.61
Hutchinson, Kas., to Ponca City, Okla. ....	141.38	141.38
Hunnewell, Kas., to Braman, Okla. ....	9.07	9.07
Braman, Okla., to Tonkawa, Okla. ....	15.94	15.94
Havana, Kas., to Caney, Kas. ....	5.39	5.39
Caney, Kas., to Kansas-Oklahoma Line. ....	1.35	.....
Kansas-Oklahoma Line to Tulsa, Okla. ....	67.88	67.13
Wichita, Kas., to Pratt, Kas. ....	79.77	79.77
Kiowa, Kas., to Belvidere, Kas. ....	50.61	50.61
Burlingame, Kas., to Alma, Kas. ....	34.30	34.30
Kansas-Colorado Line to Cañon Junction, Colo. ....	150.21	150.21
Cañon Junction, Colo., to Denver, Colo. ....	116.72	116.50
Cañon Junction, Colo., to Rockvale, Colo. ....	35.86	35.86
<i>Forward</i> .....	4,414.77	4,383.19

MAIN-TRACK MILEAGE.  
June 30, 1909—Continued.

	Oper- ated.	Owned.
<i>Brought Forward</i> .....	4,414.77	4,383.19
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Clelland, Colo., to Cañon City, Colo.....	7.24	7.24
Holly, Colo., to Rocky Ford, Colo.....	95.09	95.09
Lamar, Colo., to Kornman, Colo.....	4.37	4.37
Las Animas, Colo., to Waveland, Colo.....	2.26	2.26
Swink, Colo., to Shelton, Colo.....	4.62	4.62
La Junta, Colo., to Colorado-New Mexico Line.....	96.09	96.09
Colorado-New Mexico Line to San Marcial, N. M.....	353.55	353.55
Belen Junction, N. M., to Clovis, N. M.....	240.11	.....
Lamy, N. M., to Santa Fe, N. M.....	18.13	18.13
San Marcial, N. M., to Deming, N. M.....	128.40	128.40
Rincon, N. M., to New Mexico-Texas Line.....	56.40	56.40
Socorro, N. M., to Magdalena, N. M.....	27.39	27.39
Nutt, N. M., to Lake Valley, N. M.....	13.52	13.52
Las Vegas, N. M., to Hot Springs, N. M.....	9.01	9.01
Deming, N. M., to Silver City, N. M.....	46.50	46.50
Whitewater, N. M., to San Jose, N. M.....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M.....	4.26	4.28
Hanover, N. M., to Fierro, N. M.....	6.66	6.66
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—COAST LINES:</b>		
Belen, N. M., to Rio Puerco, N. M.....	17.41	.....
Sandia, N. M., to Dalles, N. M.....	3.56	.....
Isleta, N. M., to Needles, Cal.....	562.87	562.87
Needles, Cal., to Mojave, Cal.....	242.55	.....
Mojave, Cal., to Kern Junction, Cal.....	67.01	.....
Kern Junction, Cal., to Ferry Point, Cal.....	306.48	306.48
Corcoran Junction, Cal., to Calwa Junction, Cal.....	68.23	68.23
National City, Cal., to Fallbrook, Cal.....	67.01	67.01
Temecula, Cal., to Barstow, Cal.....	132.89	132.89
Los Angeles, Cal., to Los Angeles Junction, Cal.....	83.02	83.02
San Bernardino, Cal., to Los Angeles, Cal.....	59.97	59.97
Highgrove, Cal., to Orange, Cal.....	40.65	40.65
Richfield, Cal., to Olinda, Cal.....	4.28	4.28
Casa Blanca, Cal., to Prenda, Cal.....	2.04	2.04
Perris, Cal., to San Jacinto, Cal.....	19.44	19.44
Escondido Junction, Cal., to Escondido, Cal.....	21.30	21.30
San Bernardino, Cal., to Mentone, Cal.....	12.51	12.51
Redondo Junction, Cal., to Inglewood, Cal.....	9.82	9.82
Inglewood, Cal., to Redondo, Cal.....	10.77	10.77
Highland Junction, Cal., to Mentone, Cal.....	12.88	12.88
Elsinore Junction, Cal., to Alberhill, Cal.....	7.76	7.76
<i>Barnwell &amp; Searchlight Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Barnwell, Cal., to Searchlight, Nev.....	23.22	23.22
<i>California Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Goffs, Cal., to Ivanpah, Cal.....	45.21	45.21
<i>Fresno County Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Reedley, Cal., to Wahtoke, Cal.....	6.68	6.68
<i>Oakdale Western Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Riverbank, Cal., to Oakdale, Cal.....	6.30	6.30
<i>Oakland &amp; East Side Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Richmond, Cal., to Oakland, Cal.....	11.32	11.32
<i>Randsburg Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kramer, Cal., to Johannesburg, Cal.....	28.64	28.64
<i>Western Arizona Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
McConnico, Ariz., to Chloride, Ariz.....	21.57	21.57
Total Atchison, Topeka & Santa Fe Railway Lines.....	7,438.30	6,836.08

MAIN-TRACK MILEAGE.  
June 30, 1909.—Continued.

	Oper- ated.	Owued.
<b>RIO GRANDE &amp; EL PASO RAILROAD:</b>		
New Mexico-Texas Line to El Paso, Texas.....	20.17	20.17
<b>GULF, COLORADO &amp; SANTA FE RAILWAY:</b>		
Galveston, Texas, to Purcell, Okla.....	518.67	518.67
Alvin, Texas, to Houston, Texas.....	25.66	25.66
Somerville, Texas, to Silsbee, Texas.....	152.57	152.57
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.03	228.03
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Coleman Junction, Texas, to Coleman, Texas.....	6.23	6.23
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.76	152.76
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt R. R. at Sealy, Texas.....	.08	.08
Wolfe City, Texas, to Sherman, Texas.....	38.70	
End of Track, Cane Belt R. R., to Depot, Eagle Lake, Texas..	.17	
<i>Gulf, Beaumont &amp; Kansas City Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Beaumont, Texas, to Rogan, Texas.....	62.62	62.62
<i>Gulf, Beaumont &amp; Great Northern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Rogan, Texas, to Center, Texas.....	77.78	77.78
<i>Cane Belt Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Sealy, Texas, to Matagorda, Texas.....	90.65	107.84
Eagle Lake Junction, Texas, to end of Track, Cane Belt R. R., Eagle Lake, Texas.....	.45	
Rayner Junction, Texas, to Bonus, Texas.....	13.77	
Boedeker, Texas, to Garwood, Texas.....	2.97	
<i>Jasper &amp; Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kirbyville, Texas, to Oakdale, La.....	81.40	81.40
Total Gulf, Colorado & Santa Fe Railway.....	1,518.18	1,479.31
<b>EASTERN RAILWAY OF NEW MEXICO:</b>		
Texas-New Mexico Line North to Texas-New Mexico Line South.....	227.29	227.29
Clovis, N. M., to Belen, N. M.....		240.11
Belen, N. M., to Rio Puerco, N. M.....		17.41
Sandia, N. M., to Dalles, N. M.....		3.56
Total Eastern Railway of New Mexico.....	227.29	488.37
<b>PECOS &amp; NORTHERN TEXAS RAILWAY:</b>		
Amarillo, Texas, to Texas-New Mexico Line.....	94.50	94.50
Canyon City, Texas, to Plainview, Texas.....	57.32	57.32
Total Pecos & Northern Texas Railway.....	151.82	151.82
<b>PECOS RIVER RAILROAD:</b>		
Texas-New Mexico Line to Pecos, Texas.....	54.27	54.27



## MAIN-TRACK MILEAGE.

June 30, 1909—Continued.

	Oper- ated.	Owued.
SANTA FE, PRESCOTT & PHOENIX RAILWAY:		
Ash Fork, Ariz., to Phoenix, Ariz. ....	195.35	195.35
<i>Prescott &amp; Eastern Railroad (stock owned by S. F., P. &amp; P. Ry. Co.):</i>		
Prescott & Eastern Junction, Ariz., to Mayer, Ariz. ....	26.40	26.40
<i>Bradshaw Mountain Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Poland Junction, Ariz., to Poland, Ariz. ....	7.95	7.95
Mayer, Ariz., to Crown King, Ariz. ....	27.70	27.70
Total, Santa Fe, Prescott & Phoenix Railway. ....	257.40	257.40
SOUTHERN KANSAS RAILWAY OF TEXAS:		
Oklahoma-Texas Line to Amarillo, Texas. ....	125.07	125.07
NEW MEXICO & ARIZONA RAILROAD:		
Benson, Arizona, to Nogales, Arizona. ....		87.78
SONORA RAILWAY:		
Nogales, Arizona, to Guaymas, Mexico. ....		259.97
Hermosillo Junction, Mexico, to Hermosillo, Mexico. ....		2.64
Total, Sonora Railway. ....		262.61

## SUMMARY.

	Oper- ated.	Owued.
Atchison, Topeka & Santa Fe Railway. ....	7,438.30	6,836.08
Rio Grande & El Paso Railroad. ....	20.17	20.17
Gulf, Colorado & Santa Fe Railway. ....	1,518.18	1,479.31
Eastern Railway of New Mexico. ....	237.29	488.37
Pecos & Northern Texas Railway. ....	151.82	151.82
Pecos River Railroad. ....	54.27	54.27
Santa Fe, Prescott & Phoenix Railway. ....	257.40	257.40
Southern Kansas Railway of Texas. ....	125.07	125.07
New Mexico & Arizona Railroad. ....		87.78
Sonora Railway. ....		262.61
Total. ....	9,792.50	9,762.88

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois. ....	290.27	
Iowa. ....	19.86	
Missouri. ....	298.55	
Kansas. ....	2,657.65	
Nebraska. ....	2.53	
Oklahoma. ....	943.42	
Texas. ....	1,705.31	
Louisiana. ....	63.90	
Colorado. ....	512.46	
New Mexico. ....	1,333.33	
Arizona. ....	665.73	
Nevada. ....	11.60	
California. ....	1,287.89	
Total. ....		9,792.50

MAIN-TRACK MILEAGE.  
June 30, 1909.—Continued.

		Owued.
Mileage of System Lines owned (see foregoing pages) .....		9,762.88
Mileage of Separately Operated Lines:		
Arizona & California Railway .....	106.84	
Beaumont Wharf & Terminal Co. ....	2.57	
* Grand Canyon Railway .....	66.45	
† Kansas Southwestern Railway .....	59.35	
† Leavenworth & Topeka Railway .....	44.66	
+ Northwestern Pacific Railroad .....	406.49	
Standard Gauge .....	315.85	
Narrow Gauge .....	90.64	
Sunset Railroad .....	32.84	
Sunset Western Railway .....	14.86	
Texas & Gulf Railway .....	73.55	
Mileage of Lines under Construction, Completed to June 30, 1909:		807.61
Texas & Gulf Railway .....	21.31	
Pecos & Northern Texas Railway .....	6.84	
		28.15
Total .....		10,598.64

\* Of the total outstanding capital stock this Company owns 98 per cent.

† Owned jointly with the St. Louis & San Francisco Railroad Company.

+ Owned jointly with the Union Pacific Railroad Company.

± Owned jointly with the Southern Pacific Company.

ADDITIONAL MAIN TRACKS.

	Oper- ated.	Owued.
<b>SECOND MAIN TRACK:</b>		
Dearborn Station to Stewart Avenue .....	1.43	
Stewart Ave. to Crawford Avenue .....	5.00	5.00
Crawford Ave. to Plaines, Ill. ....	34.79	34.79
Plaines, Ill. to Pequot, Ill. ....	15.79	
Pequot Ill. to Holton, Ill. ....	71.22	71.22
Chillicothe, Ill. to Edelstein, Ill. ....	7.91	7.91
Knox, Ill. to Surrey, Ill. ....	11.21	11.21
Smithshire, Ill. to East Fort Madison, Ill. ....	29.67	29.67
Fort Madison, Ia. to Wyaconda, Mo. ....	39.88	39.88
Bucklin, Mo. to Rothville, Mo. ....	13.09	13.09
Carrollton, Mo. to Carrollton Jct., Mo. ....	2.25	2.25
Carrollton Jct., Mo. to Hardin, Mo. ....	16.17	.68
Hardin, Mo. to Camden Junction, Mo. ....	13.44	13.44
Sibley, Mo. to Congo, Mo. ....	14.98	14.98
Big Blue Junction, Mo. to Chicago Junction, Mo. ....	6.69	.09
Kansas City, Mo. to Braddock, Kans. ....	173.50	173.50
Walton, Kans. to Mission, Kans. ....	12.92	12.92
Trinidad, Colo. to Raton, N. M. ....	22.86	22.86
Total Second Main Track .....	492.80	453.49
<b>THIRD MAIN TRACK:</b>		
Hardin, Mo. to Camden Junction, Mo. ....	12.89	.56
Kansas City, Mo. to Turner, Kans. ....	5.90	5.90
Total Third Main Track .....	18.79	6.46
<b>FOURTH MAIN TRACK:</b>		
Kansas City, Mo., to Turner, Kans. ....	5.92	5.92
Total Additional Main Tracks .....	517.51	465.87
Total Mileage Yard Tracks and Sidings .....	2,984.37	
Mileage upon which General Mortgage is a direct lien .....		6,693.14
Mileage represented by stocks and bonds pledged under General Mortgage ..		1,645.30
Total Mileage subject to General Mortgage .....		8,338.44

## MAIN-TRACK MILEAGE.

June 30, 1909.—*Continued.*

	Miles.	Miles.
During the year the miles of main track operated by the System increased 361.90 miles, as follows:		
ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Holly, Colo., to Rocky Ford, Colo.....	95.09	
Lamar, Colo., to Kornman, Colo.....	4.37	
Las Animas, Colo., to Waveland, Colo.....	2.26	
Swink, Colo., to Shelton, Colo.....	4.62	
Belen Junction, N. M., to Clovis, N. M.....	240.11	
Sundry Adjustments of Mileage.....	.07	
ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Belen, N. M., to Rio Puerco, N. M.....	17.41	
Sandia, N. M., to Dalies, N. M.....	3.56	
	367.49	
DEDUCTIONS:		
ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Seward, Okla., to Cashion, Okla. .... 10.60		
ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Sundry Adjustments of Mileage..... .04	10.64	
		356.85
EASTERN RAILWAY OF NEW MEXICO:		
Texico, N. M., to Cameo, N. M., via Clovis.....	19.02	
Deduction:		
Texico, N. M., to Cameo, N. M. (old line abandoned).....	13.20	
		5.82
		362.67
DEDUCTIONS:		
PECOS & NORTHERN TEXAS RAILWAY:		
Sundry Adjustments of Mileage.....		.77
Total Increase, System.....		361.90





## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Di- rect- ors.	Total.	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$ 30,400 00
Atchison Union Depot & Railroad Co.....	18	.....	18	18,000 00
Aztec Land & Cattle Co., Limited.....	2,154	3	2,157	21,570 00
Cherokee & Pittsburg Coal and Mining Co..	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred.	400	.....	400	40,000 00
“ “ “ “ Common..	400	.....	400	40,000 00
Forest Park & Central R. R. Co.....	16	.....	16	1,600 00
Fort Worth Union Passenger Station Co....	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry. Co.....	45,470	130	45,600	4,560,000 00
The Las Vegas Hot Springs Co.....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co....	120	5	125	12,500 00
New Mexico & Arizona R. R. Co.....	36,815	5	36,820	3,682,000 00
The New Mexico Town Co. ....	942	8	950	47,500 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co. ....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co. ....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	.....	12	1,204 90
St. Joseph Terminal R. R. Co. ....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co. ....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co. ....	.....	4 $\frac{1}{2}$	4 $\frac{1}{2}$	22 50
The Santa Fe Terminal Co. of California...	9,993	7	10,000	1,000,000 00
The Santa Fe Town & Land Co. ....	2,497	3	2,500	250,000 00
Sonora Ry. Co., Limited.....	10,483	13	10,496	1,049,600 00
The Southern Kansas Ry. Co. of Texas.....	5,955	90	6,045	604,500 00
Union Depot Co. (of Kansas City, Mo.).....	449	1	450	45,000 00
The Union Passenger Depot Co. of Galveston	1,995	5	2,000	200,000 00
The Vulcan Fuel Co.....	599,993	7	600,000	600,000 00
	730,279	351 $\frac{1}{2}$	730,630 $\frac{1}{2}$	\$13,437,197 40









*W. C. Case*



1910

FIFTEENTH ANNUAL REPORT  
OF  
THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1910.

24/11/10  
D. R. E.





1910

FIFTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1910.

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C. G. BURGOTNE, SPRING AND CROSBY STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1910.

1910.	1911.
HOWEL JONES, Topeka.	H. RIEMAN DUVAL, New York.
EDWARD P. RIPLEY, Chicago.	THOMAS P. FOWLER, New York.
BYRON L. SMITH, Chicago.	CHARLES S. GLEED, Topeka.
CHARLES STEELE, New York.	WALKER D. HINES, New York.
1912.	1913.
EDWARD J. BERWIND, New York.	BENJAMIN P. CHENEY, Boston.
HENRY C. FRICK, Pittsburg.	PAUL MORTON, New York.
ANDREW C. JOBES, Wichita.	T. DE WITT CUYLER, Philadelphia.
JOHN G. MCCULLOUGH, Vermont.	

## Executive Committee.

WALKER D. HINES, Acting Chairman.	
EDWARD J. BERWIND,	PAUL MORTON,
T. DE WITT CUYLER,	EDWARD P. RIPLEY,
THOMAS P. FOWLER,	CHARLES STEELE.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
J. W. KENDRICK,	-	<i>Vice-President,</i>	-	-	-	Chicago.
G. T. NICHOLSON,	-	<i>Vice-President,</i>	-	-	-	Chicago.
W. B. JANSEN,	-	<i>Vice-President,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>Vice-President,</i>	-	-	-	Chicago.
W. B. STOREY, JR.,	-	<i>Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to the President,</i>	-	-	-	San Francisco.
WALKER D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>	-	-	-	Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
C. K. COOPER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, JR.,	-	<i>Western Assistant Secretary</i>	-	-	-	
		<i>and Assistant Treasurer,</i>	-	-	-	Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>	-	-	-	Chicago.
A. L. CONRAD,	-	<i>Assistant General Auditor,</i>	-	-	-	Chicago.
M. J. COLLINS,	-	<i>General Purchasing Agent,</i>	-	-	-	Chicago.
C. A. MORSE,	-	<i>Chief Engineer-System,</i>	-	-	-	Topeka.
F. B. HOUGHTON,	-	<i>Freight Traffic Manager,</i>	-	-	-	Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>	-	-	-	Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>	-	-	-	San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE,	-	5 NASSAU STREET.
CHICAGO OFFICE,	-	9 JACKSON BOULEVARD.



OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 13, 1910.

*To the Stockholders :*

Your Directors submit the following report for the fiscal year July 1, 1909, to June 30, 1910, inclusive.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, are as follows :

	June 30, 1910.	June 30, 1909.
Atchison, Topeka & Santa Fe Railway..	7,439.64 miles.	7,438.30 miles.
Rio Grande & El Paso Railroad.....	20.21 “	20.17 “
Gulf, Colorado & Santa Fe Railway.....	1,518.18 “	1,518.18 “
Eastern Railway of New Mexico.....	225.21 “	227.29 “
Pecos & Northern Texas Railway.....	225.29 “	151.82 “
Pecos River Railroad.....	54.26 “	54.27 “
Santa Fe, Prescott & Phoenix Railway..	257.40 “	257.40 “
Southern Kansas Railway of Texas.....	124.92 “	125.07 “
Texas & Gulf Railway.....	96.14 “	—
	<u>9,961.25 “</u>	<u>9,792.50 “</u>

Increase during the year 168.75 miles.

The average mileage operated during the fiscal year ending June 30, 1910, was 9,916.33 miles, being an increase of 121.47 miles as compared with the average mileage operated during the preceding fiscal year.

In addition to lines covered by this report there were completed on June 30, 1910, 211.78 miles of additional line of which 88.57 miles were ready for operation on July 1, 1910.

The Company also controls, through ownership of stock and bonds, other lines aggregating 263.23 miles and is interested jointly with other companies in 563.02 miles.

For detailed statement of present mileage and of changes in mileage since last Annual Report, see pages 40 to 45.



## INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1909 and 1910 :

	1909.	1910.
Total operating revenues.....	\$94,265,716 87	\$104,993,194 67
Income from other sources.....	1,158,375 02	2,550,055 49
Income from all sources.....	\$95,424,091 89	\$107,543,250 16
Expenses, including taxes, rentals and other charges .....	61,458,019 13	75,133,314 54
	\$33,966,072 76	\$32,409,935 62
Fixed charges, including accrued interest on Adjustment Bonds.....	13,548,081 93	11,984,151 36
Balance .....	\$20,417,990 83	\$20,425,784 26

From the net income for the year the following sums have been deducted :

## DIVIDENDS ON PREFERRED STOCK—

No. 23 (2½%) paid Feb. 1, 1910.....	\$2,854,345 00
No. 24 (2½%) paid Aug. 1, 1910.....	2,854,345 00
	\$5,708,690 00

## DIVIDENDS ON COMMON STOCK—

No. 18 (3%) paid Dec. 1, 1909 .....	\$4,714,605 00
No. 19 (1½%) paid Mar. 1, 1910.....	2,451,292 50
No. 20 (1½%) paid June 1, 1910.....	2,482,132 50
	\$9,648,030 00
Appropriation for Fuel Reserve Fund.....	703,218 10
Appropriated for Additions and Better- ments.....	4,000,000 00
	20,059,938 10
Surplus carried to Profit and Loss.....	\$ 365,846 16
Surplus to credit of Profit and Loss June 30, 1909.....	\$18,821,250 74
Premium on Convertible Bonds sold.....	1,066,930 00
	\$19,888,180 74
Deduction in Profit and Loss Account .....	22,223 23
	19,865,957 51
Surplus to credit of Profit and Loss June 30, 1910.....	\$20,231,803 67

Income from sources other than earnings from operation consisted of interest on cash in banks and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$240,000 in cash was received as the net proceeds of sales of land embraced in the Santa Fe Pacific Land Grant but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

### CAPITAL STOCK AND FUNDED DEBT.

The outstanding Capital Stock (deducting stock in treasury) on June 30, 1909, consisted of :

Common .....	\$121,559,500 00	
Preferred .....	114,173,730 00	
	<u>                    </u>	\$235,733,230 00

Issued during the year :

Common Stock issued in exchange for Con- vertible Bonds retired	<u>43,959,000 00</u>
---	----------------------

Capital Stock outstanding

June 30, 1910 :

Common.....	\$165,518,500 00	
Preferred .....	114,173,730 00	
	<u>                    </u>	\$279,692,230 00
		<u>                    </u>

The outstanding Funded Debt of the System (deducting bonds in treasury) amounted on June 30, 1909, to.....\$311,218,820 00

The following changes in the Funded Debt occurred during the year :

Obligations issued :

Convertible 4% Bonds—	
Issue of 1906.....	\$ 19,000 00
Convertible 4% Bonds—	
Issue of 1909.....	27,290,250 00
Convertible 4% Bonds—	
Issue of 1910.....	14,378,382 71
	<u>\$41,687,632 71</u>

Obligations Purchased or Retired :

Serial Debenture 4% Bonds,

Series G.....	\$ 1,000 00
Series H.....	2,393,000 00
Series I.....	2,419,000 00
Series J.....	1,363,000 00
Convertible 4% Bonds....	37,382,000 00
Convertible 5% Bonds....	6,577,000 00
Miscellaneous Divisional	
Bonds .....	766,500 00
	<u>\$50,901,500 00</u>

Decrease of Funded Debt..... \$ 9,213,867 29

Total System Funded Debt outstanding June

30, 1910..... \$302,004,952 71

Interest charges for the year ending June 30, 1911 (including interest on \$31,997,000 of this company's Convertible 4% Bonds of 1909 and 1910 issued after June 30, 1910) will be approximately \$12,739,335 or an average monthly charge of about \$1,061,611.



## CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

During the fiscal year charges to Capital Account for the construction and acquisition of additional railways, equipment and other properties and for additions and betterments, amounted in the aggregate to \$33,616,184.60, as follows :

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway companies :

Atchison, Topeka & Santa Fe Ry.....	\$	1,617	98
Arizona & California Ry.....		1,245,721	43
Concho, San Saba & Llano Valley R. R.....		645,090	18
Eastern Ry. of New Mexico .....		4,788,081	43
Fullerton & Richfield Ry.....		106,228	92
Grand Canyon Ry.....		34,535	75
Gulf, Beaumont & Kansas City Ry.....		546	88
Gulf, Colorado & Santa Fe Ry... ..		253,244	34
Gulf & Interstate Ry. of Texas.....		1,669,691	31
Kings River Ry.....		47,406	13
Sunset Western Ry.....		5,239	05
Total.....	\$	8,797,403	40

### DEDUCTION.

Texas & Gulf Ry.....		56,500	50
	\$	8,740,902	90
Right of Way, Station Grounds and Real Estate....		209,948	88
Widening Cuts and Fills, including Protection of Banks.....		424,102	77
Grade Revisions and Changes of Line.....		1,167,800	62
Bridges, Trestles and Culverts.....		510,245	59
Ballast, including cost of spreading and putting under track.. ..		703,744	54
Increased Weight of Rail.....		285,342	50
Track Fastenings and Appurtenances.....		855,869	95
Additional Main Tracks.....		2,769,547	09
Sidings and Spur Tracks.....		490,484	06
Terminal Yards.....		629,115	90
Track Elevation, Elimination of Grade Crossings, Improvements of Over and Under Grade Crossings.....		257,178	06
Interlocking, Block and Other Signal Apparatus...		219,655	22
Buildings and Shops.....		1,889,251	93
Carried forward.....	\$	19,153,190	01

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<i>Brought forward</i> .....	\$19,153,190 01
Shop Machinery and Tools.....	110,322 98
Equipment .. .. .	8,164,059 58
Betterments to Equipment.....	278,181 10
Other Additions and Betterments.....	504,087 42
Fuel Lands.....	923,500 00
Miscellaneous Items.....	451,792 42

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\$29,585,133 51

*Add:*

Additions and Betterments written off during year ending June 30, 1908, reinstated.....	\$ 280,920 75
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## Transferred from account Equipment

Depreciation Reserve.....	3,990,130 34
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4,271,051 09

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\$33,856,184 60

*Deductions:*

Santa Fe Pacific Lands sold .....	240,000 00
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## Net Increase in Capital Account during the year

(See Exhibits B and C, pages 27 and 28).....	\$33,616,184 60
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NOTE.—The item of \$3,990,130.34 represents an adjustment necessary to comply with rules of the Interstate Commerce Commission relative to the purchase and retirement of equipment, which provide that the cost of equipment acquired since July 1, 1907 (the date depreciation rules became effective) and still in service, shall rest in capital account, and that the balance in the account Equipment Depreciation Reserve shall represent the total depreciation accrued since that date on equipment in service.

## MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$3,443,884 82	\$ 534 45
1898 ... ..	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905 .....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05
1907.....	9,273.15	11,779,846 64	1,270 32
1908.....	9,415.01	14,246,621 44	1,513 18
1909.....	9,794.86	13,903,897 37	1,419 51
1910.....	9,916.33	15,560,047 44	1,569 13

For the year ending June 30, 1910, maintenance charges, including renewals and depreciation, averaged as follows :

Per locomotive.....	\$3,832 37
Per locomotive mile. ....	.1287
Per passenger car, including mail and express.....	1,249 47
Per passenger car mile.....	.0136
Per freight car.....	108 23
Per freight car mile.....	.0091

The foregoing average maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintaining Joint Equipment at Terminals.



The amount to the credit of the Equipment Depreciation Reserve June 30, 1909, as shown in the last Annual Report was \$181,617.45, to which should be added \$2,150.69, representing credit balance in reserve of the Texas and Gulf Railway Company not previously included in operations of the System, making a total of.....\$ 183,768 14

The following sums were credited to the reserve during the year :

Estimated depreciation accrued..	\$2,275,711 31	
Renewal charges..... ..	187,224 38	
Salvage..... ..	143,683 40	
Cash collected for equipment sold and equipment destroyed on foreign lines including insur- ance collections..... ..	281,911 15	
	<u>2,888,530 24</u>	
		\$3,072,298 38

Charges to the reserve for equipment retired during the year were as follows :

3 Locomotives.... ..	\$ 15,526 46	
9 Passenger-Train Cars.....	26,314 83	
1372 Freight-Train Cars.....	647,935 39	
13 Miscellaneous Cars.....	8,929 70	
	<u>698,706 38</u>	
		\$2,373,592 00

Add—To adjust Equipment Depreciation Reserve so that this account shall reflect the depreciation accrued since July 1, 1907, on equipment in service. (See note, page 10).... 3,990,130 34

Balance in reserve June 30, 1910.. .....\$6,363,722 34

The following charges were made to Additions and Betterments in respect of additional equipment purchased and built during the year and in respect of payments made for equipment received during prior years :

52 Locomotives .....	\$1,087,973	19
208 Passenger-Train Cars .....	2,318,799	80
4424 Freight-Train Cars.....	5,267,996	42
208 Miscellaneous Cars.....	187,996	55
	<u>\$8,862,765</u>	<u>96</u>

Less—Value of equipment retired during the year charged to the Equipment Depreciation Reserve .....	698,706	38
	<u>\$8,164,059</u>	<u>58</u>

A statement of the locomotives in service and of their tractive power will be found on page 39.

#### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses for Maintenance of Way and Structures during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$6,282,923 15	\$ 975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18
1907.....	9,273.15	15,286,062 66	1,648 42
1908.....	9,415.01	14,120,828 02	1,499 82
1909.....	9,794.86	12,884,406 81	1,315 43
1910.....	9,916.33	17,807,136 20	1,795 74

## COMPARISON OF OPERATING RESULTS.

The following is a statement of revenues and expenses of the System for the fiscal year ending June 30, 1910, in comparison with the previous year :

	Year Ending June 30, 1910.	Year Ending June 30, 1909.	Increase.	Decrease.
<b>OPERATING REVENUES:</b>				
Freight.....	\$ 71,194,055 59	\$64,212,638 10	\$ 6,981,417 49	.....
Passenger.....	25,437,181 98	22,734,505 32	2,702,676 66	.....
Mail, Express and Miscellaneous.....	8,361,957 10	7,318,573 45	1,043,383 65	.....
Total Operating Revenues..	\$104,993,194 67	\$94,265,716 87	\$10,727,477 80	.....
<b>OPERATING EXPENSES:</b>				
Maintenance of Way and Structures.....	\$17,807,136 20	\$12,884,406 81	\$ 4,922,729 39	.....
Maintenance of Equipment...	15,560,047 44	13,903,897 37	1,656,150 07	.....
Traffic Expenses.....	2,114,260 49	1,904,822 11	209,438 38	.....
Transportation Expenses.....	31,821,825 23	26,674,863 83	5,146,961 40	.....
General Expenses.....	2,458,550 52	2,127,205 07	331,345 45	.....
Total Operating Expenses..	\$69,761,819 88	\$57,495,195 19	\$12,266,624 69	.....
Net Operating Revenue.....	\$35,231,374 79	\$36,770,521 68	.....	\$1,539,146 89
Ratio of Operating Expenses to Operating Revenues.....	66.44	60.99	5.45	.....

The following averages are deduced from tables set forth on pages 34 and 37.

The average tons of freight per loaded car mile increased from 18.35 to 19.08, or 3.98 per cent.

The average tons of freight carried per freight-train mile increased from 366.06 to 388.80, or 6.21 per cent.

The average freight revenue per freight-train mile decreased from \$3.05 to \$3.00, or 1.64 per cent.

The average passenger revenue per passenger-train mile was \$1.21, or the same as in the previous year.

The average passenger-train revenue per passenger-train mile increased from \$1.52 to \$1.53, or .66 per cent.

The tons of freight carried one mile (revenue and company) increased 1,532,785,910, or 19.89 per cent., while freight-car mileage (loaded and empty) increased 94,604,750, or 15.96 per cent., and freight-train mileage (freight and mixed) increased 2,711,479, or 12.88 per cent.



The number of passengers carried one mile increased 128,971,624, or 11.64 per cent., while passenger-car mileage increased 11,994,861, or 10.55 per cent., and the passenger-train mileage (passenger and mixed) increased 2,220,209, or 11.83 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896 :

Fiscal Year Ending June 30.	Average Miles Operated.	Gross Revenues, including Income from Other Sources.	Expenses, including Taxes, Rentals and Other Charges.	Interest on Bonds.	Net Revenue.
1897 (18 mos.).....	6,443.81	\$44,532,628 99	\$36,038,455 30	\$8,440,387 91	\$ 53,785 75
1898.....	6,936.02	39,396,126 41	30,513,553 17	7,045,988 30	1,836,584 94
1899.....	7,032.62	40,762,933 47	29,332,964 11	7,241,972 00	4,187,997 36
1900.....	7,341.34	46,498,899 04	29,414,427 56	7,345,166 50	9,739,304 98
1901.....	7,807.31	54,807,379 78	34,502,039 87	7,830,810 83	12,474,529 08
1902.....	7,855.38	60,275,944 33	36,272,432 45	8,438,985 00	15,564,526 88
1903.....	7,965.13	63,668,390 99	40,635,576 48	9,134,485 24	13,898,329 27
1904.....	8,179.59	69,419,975 41	44,641,434 10	9,418,770 00	15,359,771 31
1905.....	8,305.40	69,189,739 65	47,835,883 50	9,611,510 09	11,742,346 06
1906.....	8,433.99	79,390,749 05	51,035,355 71	10,622,184 22	17,733,209 12
1907.....	9,273.15	94,436,574 68	61,779,916 16	11,487,934 70	21,168,723 82
1908.....	9,415.01	91,289,770 61	65,031,582 67	12,579,301 77	13,678,886 17
1909.....	9,794.86	95,424,091 89	61,458,019 13	13,548,081 93	20,417,990 83
1910.....	9,916.33	107,543,250 16	75,133,314 54	11,984,151 36	20,425,784 26

The following statement shows the gross operating revenues of the System (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896 :

Year Ending June 30.	Gross Operating Revenues.	Average per Mile of Road.
1897 .....	\$30,621,230 10	\$4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900 .....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902.....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904 .....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55
1907.....	93,683,406 91	10,102 65
1908.....	90,617,796 38	9,624 82
1909.....	94,265,716 87	9,624 00
1910.....	104,993,194 67	10,587 91

The following statement shows the development of the freight and passenger revenues of the System since July 1, 1896 :

Year Ending June 30.	Freight Revenue.	Passenger Revenue.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56
1907.....	65,500,309 42	21,171,629 08
1908.....	61,848,638 51	21,643,427 49
1909.....	64,212,638 10	22,734,505 32
1910.....	71,194,055 59	25,437,181 98

### TREASURY.

Neither this Company nor any of its auxiliaries has any notes or bills outstanding.

The Company held in its treasury on June 30, 1910, \$34,814,895.07 cash, and had available \$3,780,000 General Mortgage Bonds, including bonds not yet certified by the Trustee. The Company also has in the treasury unpledged a large amount of stocks and bonds of other companies, of which part are carried in the balance sheet as Investments and part are included under Railroads, Franchises and Other Property.

In addition to the funds derived from Four Per Cent. Convertible Bonds, Issue of 1909, referred to in the last annual report, the need was apparent for further sums to complete new lines under construction, purchase additional equipment and for other contemplated extensions and improvements. Therefore, your Directors on March 29, 1910, authorized a further issue of Four Per Cent. Convertible Bonds, to be known

as Issue of 1910, to which stockholders were given the right to subscribe at 102½ and interest to the extent of 14 per cent. of their holdings. During the year \$41,668,632.71 have been received on account of the principal of these two issues, of which \$39,947,000 represent subscriptions fully paid for which bonds have been delivered. Further installments of principal which will mature during the current fiscal year amount to \$30,275,367.29.

Exchanges of Convertible Bonds for common stock aggregated \$43,959,000 during the year.

#### FUEL RESERVE FUND.

The fund has been increased by earnings derived from certain fuel properties :

Amount to credit of Fund June 30, 1909 .....	\$ 313,676 85
Added during the year .....	703,238 95
In Fund June 30, 1910 .....	<u>\$1,016,915 80</u>

On June 30, 1910, there remained in the treasury of the Cherokee and Pittsburg Coal and Mining Company an unexpended surplus amounting to \$152,513.08, so that the total amount available for replacement of fuel properties in which your company is interested is \$1,169,428.88.

#### ARIZONA AND CALIFORNIA RAILWAY.

The extension of this line from the west bank of the Colorado River to a junction with the main line at Cadiz, California, a distance of 83 miles, was completed during the year and opened for traffic July 1, 1910.

#### CONCHO, SAN SABA AND LLANO VALLEY RAILROAD.

This line, extending from Miles to Paint Rock, Texas, a distance of 16.73 miles, was acquired during the year. An extension under its charter from San Angelo to Sterling City,

Texas, approximately 41 miles, under construction at the close of the fiscal year, has since been completed, and was opened for traffic August 1, 1910. The results of the operations of this line will be included in statements covering System operations hereafter published.

#### FULLERTON AND RICHFIELD RAILWAY.

In order to shorten the distance between San Bernardino and Los Angeles via Riverside, a cut-off between Fullerton and Richfield, a distance of 5.4 miles, was constructed under the charter of the above named company and opened for traffic July 1, 1910.

#### GULF AND INTERSTATE RAILWAY OF TEXAS.

The capital stock of this company has been acquired, and it will be treated as a System line in reports hereafter published. The Gulf and Interstate Railway extends from Beaumont to Port Bolivar, Texas, where it has extensive dock facilities, at which ocean going vessels can receive and discharge their cargoes. It operates a tug and barge line between Port Bolivar and Galveston, and constitutes the shortest line between Galveston and Beaumont, at which latter point it connects with the leased lines of the Gulf, Colorado and Santa Fe Railway Company.

#### WEST TEXAS CONSTRUCTION.

The construction of the lines in West Texas, referred to in the last annual report, has been actively pushed during the year. Substantial progress has been made on the main line connecting the Gulf, Colorado and Santa Fe Railway at Coleman with the Eastern Railway of New Mexico at Texico; 45 miles immediately southeast of Lubbock were completed at the close of the year, and 155 miles of the remaining distance between Lubbock and Coleman have now been graded and



are ready for track laying. Branches, Plainview to Lubbock, 46.23 miles, and Plainview to Floydada, 25.75 miles, were completed and opened for traffic on January 9, 1910, and May 1, 1910, respectively. Other branches under construction at the close of the year were Slaton Junction to Lamesa, a distance of 54 miles, and Lometa to Eden, a distance of 98 miles; the former has since been completed and will be opened for traffic in the near future.

Heavy work is in progress to reduce grades and curvature of the San Angelo branch of the Gulf, Colorado and Santa Fe Railway between Coleman and Temple with the object of establishing a low grade short line in conjunction with the new main line between Coleman and Texico, and the railways of The Eastern Railway Company of New Mexico and the Atchison Company for traffic between points on or near the Gulf of Mexico and the Pacific Coast.

#### ADDITIONAL, MAIN-TRACK MILEAGE.

The mileage of second track in operation on June 30, 1910, was 526.95 miles as compared with 492.80 miles at the close of the preceding fiscal year, being an increase of 34.15 miles.

#### SECOND TRACK WORK IN PROGRESS:

##### ILLINOIS AND MISSOURI DIVISIONS:

Edelstein to Monica, Ill.....	10.22 miles.	
Williamsfield to Knox, Ill.....	15.70 "	
Illinois River to Chillicothe, Ill.....	1.70 "	
Wyaconda to Hart, Mo. ....	64.14 "	
Rothville to Carrollton, Mo.....	31.75 "	
		123.51 miles.

##### LINES WEST OF ALBUQUERQUE:

Rio Puerco to Suwanee, N. M.....	14.39 miles.	
Rita to Laguna, N. M.....	9.08 "	
McCartys to Horace, N. M.....	10.73 "	
Winslow to Dennison, Ariz.....	15.84 "	
Flagstaff to Ash Fork, Ariz.....	60.03 "	
Daggett to Barstow, Cal.....	8.13 "	
Barstow to Cottonwood, Cal.....	12.18 "	
		130.38 "
Total.....		253.89 "

Of the second track work in progress it is expected that 91.76 miles on the Illinois and Missouri Divisions and 50.54 miles on the Lines West of Albuquerque will be completed by January 1st next, making a total on that date of 669.25 miles of second track in operation.

### GENERAL CONDITIONS.

Your property is in excellent condition physically and the Company has made provision for its present financial needs. However, in view of the unsettled economic conditions of the country and the impossibility of accurately forecasting the trend of current events, especially as applied to the railroad interests, your Directors feel that it is necessary to proceed with caution even as to those improvements and extensions which are most desirable from the standpoint of the public welfare and which are imperatively demanded.

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We take pleasure in extending our usual acknowledgment of the credit which is due to officers and employés for faithful and efficient service and constant loyalty to your interests.

EDWARD P. RIPLEY,  
*President.*

STATEMENTS.







## THE ATCHISON, TOPEKA &amp; SANTA

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El  
 Railway Company of New Mexico, The Pecos & Northern Texas Railway  
 Railway Company, The Southern Kansas Railway Company

## GENERAL BALANCE

Balances June 30, 1909.	ASSETS.		Balances June 30, 1910.
\$527,908,894 28	RAILROADS, FRANCHISES AND OTHER PROP- ERTY, including Stocks, Bonds, etc. (Ex- hibit A).....		\$532,527,612 73
4,618,718 45	EXPENDITURES FOR ADDITIONS AND BETTER- MENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES DURING CURRENT FISCAL YEAR (Exhibit B).....		30,526,732 63
\$532,527,612 73	Total ... ..		\$563,054,345 36
7,288,123 86	INVESTMENTS, NEW ACQUISITIONS (Exhibit C) ..		10,377,575 83
7,136,313 41	Balance carried down.....		8,265,261 52
\$546,952,050 00			\$581,697,182 71
\$ 8,435,534 38	OTHER INVESTMENTS .....		\$12,725,569 38
10,979,159 03	MATERIAL AND SUPPLIES.....		18,386,494 20
109,469 58	PREPAID INSURANCE PREMIUM AND PREPAID RENTALS.....		439,522 88
313,676 85	GUARANTY TRUST CO. OF NEW YORK: Cash Deposit for Fuel Reserve Fund .....		1,016,915 80
6,013,719 79	ACCOUNTS RECEIVABLE: Traffic Balances..... Agents and Conductors.. .. U. S. Government..... Miscellaneous.. ..	\$1,496,531 15 387,223 71 315,784 67 3,814,180 26	\$1,300,114 68 750,395 79 359,632 44 4,837,697 04
30,036,504 83	CASH ON HAND AND IN BANK: Time Deposits..... Check Deposits and in Treasury .....	\$10,579,941 79 19,456,563 04	\$11,758,568 65 23,056,326 42
\$55,888,064 46			\$74,631,437 28

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's System satisfactory certificates from the Trustees as to the securities pledged under the different mortgages,  
 NEW YORK, September 12, 1910.

## FE RAILWAY COMPANY—SYSTEM.

Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix of Texas, and The Texas & Gulf Railway Company.

SHEET JUNE 30, 1910.

Balances June 30, 1909.	LIABILITIES.		Balances June 30, 1910.
\$235,733,230 00	CAPITAL STOCK:		
	Outstanding (Exhibit D).....		\$279,692,230 00
311,218,820 00	FUNDED DEBT:		
	Bonds Outstanding (Exhibit E).....		302,004,952 71
\$546,952,050 00			\$581,697,182 71
\$7,136,313 41	BALANCE FROM CAPITAL ACCOUNT.....		\$8,265,261 52
120,327 96	BRIDGE RENEWAL RESERVE.....		
	RESERVE FOR FUEL LANDS:		
	The Atchison, Topeka & Santa Fe Ry. Co..	\$1,016,178 74	
	Cherokee & Pittsburg Coal and M. Co.....	737 06	
313,676 85			1,016,915 80
181,617 45	EQUIPMENT DEPRECIATION RESERVE.....		6,363,722 34
837,643 35	EQUIPMENT RECONSTRUCTION RESERVE..		446,029 34
1,489,373 91	RAIL RENEWAL RESERVE.....		918,866 45
95,388 41	TIE RENEWAL RESERVE.....		482,815 19
	DIVIDENDS ON PREFERRED AND COMMON STOCK:		
	No. 24 on Prfd. Stock, payable Aug. 1, 1910..	\$2,854,315 00	
	Unclaimed Dividends.....	28,605 00	
2,887,329 25			2,882,950 00
1,614,237 09	ACCRUED TAXES NOT YET DUE.....		1,856,292 23
	INTEREST ON FUNDED DEBT:		
	Accrued, not due.....	\$3,554,424 58	
	Coupons not presented .....	622,500 00	
4,379,096 24			4,176,924 58
	ACCOUNTS PAYABLE:		
	Pay Rolls.....	\$3,544,621 07	
	Audited Vouchers.....	7,256,158 85	
	Traffic Balances....	1,271,839 82	
	Miscellaneous.....	2,636,315 67	
8,961,809 80			14,708,935 41
	APPROPRIATED INCOME:		
	Expended for Additions and Betterments..		13,280,920 75
	Reserve for future Additions and Betterments.....		
9,000,000 00			
18,821,250 74	PROFIT AND LOSS: Surplus.....		20,231,803 67
\$55,888,064 46			\$74,631,437 28

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE & CO., Auditors.

## GENERAL BALANCE SHEET—EXHIBIT A.

## RAILROADS, FRANCHISES AND OTHER PROPERTY.

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Amount June 30, 1909, as published in Annual Report....	\$527,908,894 28
Expenditures for Construction and Equipment during Fiscal Year ending June 30, 1909.....	4,618,718 45
	<hr/>
	\$532,527,612 73

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GENERAL BALANCE SHEET—EXHIBIT B.  
EXPENDITURES FOR ADDITIONS AND BETTERMENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES  
DURING FISCAL YEAR ENDING JUNE 30, 1910.

	Additions and Betterments.	Construction.	Other Expenditures.	Total.
Atchison, Topeka & Santa Fe Ry. ....	\$ 9,731,356 96	\$ 1,617 98	\$ 442,385 94	\$ 9,293,589 00
Archison, Topeka & Santa Fe Ry. (Coast Lines) .....	2,938,066 21		10,076 53	2,917,989 68
Arizona & California Ry. ....	56 32	1,245,721 43		1,245,665 11
Bradshaw Mountain R. ....	173 51			173 51
Cane Belt R. ....	16,432 60			16,432 60
Concho, San Saba & Llano Valley R. R. ....		645,090 18		645,090 18
Eastern Ry. of New Mexico System .....	496,502 20	4,788,081 43		5,284,583 63
Fullerton & Richfield Ry. ....		106,238 92		106,238 92
Gulf, Beaumont & Great Northern Ry. ....	15,370 21			15,370 21
Gulf, Beaumont & Kansas City Ry. ....	6,211 01		546 88	6,757 89
Gulf, Colorado & Santa Fe Ry. ....	1,469,183 13	253,244 34		1,722,427 47
Houston Belt & Terminal Ry. Co. ....				17,480 00
Jasper & Eastern Ry. ....	8,498 90		17,480 00	8,498 90
Joplin Union Depot Co. ....			10,000 00	10,000 00
Kansas City Terminal Ry. Co. ....			100,000 00	100,000 00
Kings River Ry. ....		47,406 13		47,406 13
Prescott & Eastern R. R. ....	4,204 78			4,204 78
Santa Fe Pacific R. R. ....			1,090 00	1,090 00
Santa Fe, Prescott & Phoenix Ry. ....	158,144 84			158,144 84
Santa Fe Land Improvement Co. ....	8,418,407 63			8,418,407 63
Southern Kansas Ry. of Texas .....	492,259 23			492,259 23
Texas & Gulf Ry. ....	30,346 24	53,277 24		20,554 26
Union Passenger Depot Co. of Galveston .....			109,777 74	513 45
			513 45	
	\$ 23,777,754 11	\$ 7,140,667 65	\$ 432,609 88	\$ 30,485,811 88
Restatement of Additions and Betterments written off in 1908 and credited to Appropriated Income per contra .....				280,920 75
Land Sales during Fiscal Year .....				\$ 30,766,732 63
				240,000 00
				\$ 30,526,732 63

Credits in Italics. NOTE.—Additions and Betterments includes net charges aggregating \$3,990,130.34 (see note, page 10).

DEDUCTION:

## GENERAL BALANCE SHEET—EXHIBIT C.

## INVESTMENTS—NEW ACQUISITIONS.

Expenditures to June 30, 1909, as shown in Annual Report.....		\$7,288,123 86	
Expenditures during the Fiscal Year ending June 30, 1910:			
Grand Canyon Ry.....	\$	34,535 75	
Gulf & Interstate Ry. of Texas.....		1,669,691 31	
Sunset Western Ry.....		5,239 05	
Santa Fe Land Improvement Co.:			
Chanslor-Canfield Midway Oil Co. ....		923,500 00	
Santa Barbara Tie & Pole Co.....		498,613 43	
			3,131,579 54
			\$10,419,703 40
Deductions:			
Santa Fe Land Improvement Co.:			
Antioch Warehouse.....	\$33,800 00		
Texas Tie & Lumber Preserving Co.....	8,327 57		
			42,127 57
			\$10,377,575 83

## GENERAL BALANCE SHEET—EXHIBIT D.

## CAPITAL STOCK, JUNE 30, 1910.

	Issued.*	In Treasury.	Outstanding.
Common.....	\$165,563,000	\$14,500	\$165,518,500
Preferred.....	114,199,530	25,800	114,173,730
	\$279,762,530	\$70,300	\$279,692,230

\* Not including \$17,386,470 Preferred Stock placed in special trust for certain purposes by the Reorganization Committee and not used.

## GENERAL BALANCE SHEET—EXHIBIT E.

## FUNDED DEBT, JUNE 30, 1910.

Class of Bond.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage—				
Due October 1, 1995.....	4%	\$152,562,500 00	\$1,928,000 00	\$150,634,500 00
Adjustment Mortgage—				
Due July 1, 1995.....	4%	51,728,000 00	382,000 00	51,346,000 00
Convertible Bonds—				
Due June 1, 1955.....	4%	23,971,250 00	977,000 00	22,994,250 00
Convertible Bonds, Issue of 1910—				
Due June 1, 1960.....	4%	14,378,382 71	.....	14,378,382 71
Convertible Bonds—				
Due June 1, 1917.....	5%	15,523,000 00	.....	15,523,000 00
Transcontinental Short Line—				
Due July 1, 1958.....	4%	17,000,000 00	.....	17,000,000 00
Serial Debentures—				
\$2,500,000, due February 1 of				
each year until 1914.....	4%	7,588,000 00	1,363,000 00	6,225,000 00
Eastern Oklahoma Division—				
Due March 1, 1923.....	4%	9,603,000 00	.....	9,603,000 00
San Francisco & San Joaquin				
Valley Ry.—				
Due October 1, 1940.....	5%	6,000,000 00	.....	6,000,000 00
Chicago & St. Louis Ry.—				
Due March 1, 1915.....	6%	1,500,000 00	.....	1,500,000 00
Santa Fe, Prescott & Phoenix Ry.—				
Due Sept. 1, 1942.....	5%	4,940,000 00	.....	4,940,000 00
Miscellaneous Divisional.....	.....	1,861,850 00	1,030 00	1,860,820 00
		\$306,655,982 71	\$4,651,030 00	\$302,004,952 71

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1910 AND 1909.

	1910.	1909.
<b>OPERATING REVENUES.</b>		
FREIGHT .....	\$ 71,194,055 59	\$64,212,638 10
PASSENGER.....	25,437,181 98	22,734,505 32
MAIL, EXPRESS AND MISCELLANEOUS.....	8,361,957 10	7,318,573 45
TOTAL OPERATING REVENUES.....	\$104,993,194 67	\$94,265,716 87
<b>OPERATING EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Superintendence.....	\$ 1,004,798 87	\$ 795,671 08
Ballast.....	323,455 71	149,645 59
Ties .....	3,182,401 66	2,230,304 88
Rails .....	453,722 31	1,125,524 11
Other Track Material.....	1,570,607 59	664,418 39
Roadway and Track.....	6,425,121 29	4,771,340 80
Removal of Snow, Sand and Ice.....	66,160 40	27,724 06
Tunnels.....	216,238 40	14,716 35
Bridges, Trestles and Culverts.....	1,545,251 44	1,089,507 91
Over and Under Grade Crossings.....	18,328 68	15,260 40
Grade Crossings, Fences, Cattle Guards and Signs.	235,201 63	238,418 97
Snow and Sand Fences and Snow Sheds.....	2,359 69	1,768 09
Signals and Interlocking Plants.....	206,499 51	150,727 25
Telegraph and Telephone Lines.....	179,480 55	121,666 40
Buildings, Fixtures and Grounds.....	1,942,932 24	1,281,156 89
Docks and Wharves.....	12,093 38	27,395 93
Roadway Tools and Supplies.....	341,315 84	153,451 31
Injuries to Persons.....	95,976 58	68,422 41
Stationery and Printing.....	24,413 68	14,010 27
Other Expenses .....	2,812 61	4,014 94
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.....	209,563 43	169,126 06
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.....	251,649 29	229,865 28
Total .....	\$17,807,136 20	\$12,884,406 81
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence .....	\$ 534,564 48	\$ 429,606 13
Steam Locomotives—Repairs.....	6,155,041 94	4,756,678 33
Steam Locomotives—Renewals.....	2,346 14	.....
Steam Locomotives—Depreciation.....	748,432 33	734,613 87
Passenger-Train Cars—Repairs.....	1,440,726 12	1,061,466 52
Passenger-Train Cars—Renewals.....	3,059 59	31,883 80
Passenger-Train Cars—Depreciation.....	166,835 38	153,154 24
Freight-Train Cars—Repairs.....	4,696,670 49	4,962,139 58
Freight-Train Cars—Renewals .....	187,546 40	247,328 33
Freight-Train Cars—Depreciation .....	1,032,687 67	1,009,226 90
Floating Equipment—Repairs.....	66,360 11	23,812 58
Floating Equipment—Depreciation.....	20,169 02	20,169 02
Work Equipment—Repairs.....	125,140 10	75,961 56
Work Equipment—Renewals.....	5,083 71	.....
Work Equipment—Depreciation.....	24,490 14	22,675 18
Shop Machinery and Tools.....	236,696 20	289,633 74
Injuries to Persons.....	63,423 72	41,253 35
Stationery and Printing.....	46,956 58	39,165 89
Other Expenses.....	3,413 41	3,960 07
Maintaining Joint Equipment at Terminals—Dr...	23,254 14	14,513 34
Maintaining Joint Equipment at Terminals—Cr...	12,088 77	13,345 06
Total.....	\$15,560,047 44	\$13,903,897 37

Credits in italics.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1910 AND 1909.—*Continued.*

	1910.	1909.
<b>TRAFFIC EXPENSES :</b>		
Superintendence .....	\$ 475,133 63	\$ 443,608 93
Outside Agencies.....	903,169 82	812,345 81
Advertising.....	415,768 38	369,702 27
Traffic Associations.....	55,955 09	38,497 41
Industrial and Immigration Bureaus.....	93,316 01	79,097 76
Stationery and Printing.....	170,117 89	160,213 11
Other Expenses .....	799 67	1,356 82
Total.....	\$2,114,260 49	\$1,904,822 11
<b>TRANSPORTATION EXPENSES :</b>		
Superintendence .....	\$ 855,410 69	\$ 709,285 27
Dispatching Trains.....	605,718 29	508,354 32
Station Employees.....	4,179,825 00	3,682,930 81
Weighing and Car-Service Associations.....	70,932 12	66,791 56
Station Supplies and Expenses.....	432,472 20	347,665 09
Yard Masters and their Clerks.....	320,199 46	267,767 28
Yard Conductors and Brakemen.....	1,168,313 53	952,891 43
Yard Switch and Signal Tenders.....	42,256 24	39,577 06
Yard Supplies and Expenses.....	10,642 93	7,784 70
Yard Enginemen.....	666,332 68	555,528 03
Enginehouse Expenses—Yard.....	206,462 81	179,428 47
Fuel for Yard Locomotives.....	780,895 75	598,429 31
Water for Yard Locomotives.....	73,723 07	45,941 92
Lubricants for Yard Locomotives.....	15,408 29	9,518 90
Other Supplies for Yard Locomotives.....	13,633 57	11,635 23
Operating Joint Yards and Terminals—Dr.....	471,821 29	362,998 83
Operating Joint Yards and Terminals—Cr.....	200,666 69	153,458 21
Road Enginemen.....	3,979,716 90	3,381,916 18
Enginehouse Expenses—Road.....	1,299,040 42	1,044,584 67
Fuel for Road Locomotives.....	7,393,237 01	5,775,833 37
Water for Road Locomotives.....	662,199 06	589,723 21
Lubricants for Road Locomotives.....	157,763 50	115,073 10
Other Supplies for Road Locomotives.....	100,875 18	96,265 48
Road Trainmen.....	4,046,486 02	3,441,005 32
Train Supplies and Expenses.....	1,319,492 22	1,146,517 07
Interlockers and Block and other Signals—Operation	92,093 19	74,091 49
Crossing Flagmen and Gatemen.....	70,123 90	59,028 64
Draw Bridge Operation.....	12,326 56	12,831 65
Clearing Wrecks.....	147,441 51	110,758 82
Telegraph and Telephone—Operation.....	316,671 40	259,930 14
Operating Floating Equipment.....	116,732 53	104,958 76
Stationery and Printing.....	248,461 91	208,789 38
Other Expenses .....	59,772 45	65,271 18
Loss and Damage—Freight.....	1,141,014 30	1,234,564 40
Loss and Damage—Baggage.....	23,679 50	6,592 12
Damage to Property .....	195,399 63	143,531 39
Damage to Stock on Right of Way.....	150,734 06	138,187 98
Injuries to Persons.....	658,454 62	540,114 71
Operating Joint Tracks and Facilities—Dr.....	110,231 59	100,817 30
Operating Joint Tracks and Facilities—Cr.....	193,503 46	168,592 43
Total.....	\$31,821,825 23	\$26,674,863 83

Credits in italics.



OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1910 AND 1909.—Continued.

	1910.	1909.
GENERAL EXPENSES :		
Salaries and Expenses of General Officers.....	\$ 408,424 20	\$ 233,844 50
Salaries and Expenses of Clerks and Attendants...	948,753 85	870,590 69
General Office Supplies and Expenses.....	82,220 55	70,703 71
Law Expenses .....	365,991 36	341,289 16
Insurance.....	307,609 46	342,808 18
Pensions.....	42,801 52	30,514 09
Stationery and Printing.....	146,899 55	103,863 16
Other Expenses.....	148,246 52	128,577 71
General Administration Joint Tracks, Yards, and Terminals—Dr .....	9,877 09	7,537 63
General Administration Joint Tracks, Yards, and Terminals—Cr.....	2,273 58	2,523 76
Total .....	\$ 2,458,550 52	\$ 2,127,205 07
TOTAL OPERATING EXPENSES .....	\$69,761,819 88	\$57,495,195 19
NET OPERATING REVENUE.....	\$35,231,374 79	\$36,770,521 68

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR  
ENDING JUNE 30, 1910.

Engineering .....	\$ 108,109 00
Right of Way and Station Grounds.....	501,957 95
Real Estate.....	27,583 46
Grading .....	2,475,627 54
Tunnels .....	107,150 00
Bridges, Trestles, and Culverts.....	994,985 71
Ties.....	458,838 59
Rails .....	1,361,925 90
Frogs and Switches.....	61,198 69
Track Fastenings and Other Material.....	1,244,519 15
Ballast.....	735,778 71
Track Laying and Surfacing.....	604,113 52
Fencing Right of Way .....	56,152 95
Crossings and Signs.....	71,258 87
Interlocking and Other Signal Apparatus.....	216,049 44
Telegraph and Telephone Lines.....	361,080 47
Station Buildings and Fixtures.....	867,557 51
General Office Buildings and Fixtures.....	79,267 41
Shops, Enginehouses, and Turntables.....	379,525 24
Shop Machinery and Tools.....	109,978 05
Water Stations.....	328,792 71
Fuel Stations.....	88,360 36
Grain Elevators.....	1,156 50
Dock and Wharf Property.....	24,978 89
Miscellaneous Structures.....	81,749 47
Steam Locomotives .....	2,368,095 49
Passenger-Train Cars.....	4,017,624 42
Freight-Train Cars.....	5,877,144 26
Work Equipment .....	169,506 85
Total.....	\$23,777,754 11

Credits in italics.

EXPENDITURES FOR CONSTRUCTION DURING THE YEAR ENDING  
JUNE 30, 1910.

Engineering.....	\$ 235,593 81
Right of Way and Station Grounds.....	98,644 42
Real Estate.....	52,790 72
Grading.....	2,689,295 01
Bridges, Trestles, and Culverts.....	484,001 17
Ties.....	901,536 52
Rails.....	1,390,095 67
Frogs and Switches.....	13,791 87
Track Fastenings and Other Material.....	335,184 67
Ballast.....	164,043 97
Track Laying and Surfacing.....	489,796 59
Roadway Tools.....	2,751 38
Fencing Right of Way.....	67,693 71
Crossings and Signs.....	9,160 04
Interlocking and Other Signal Apparatus.....	3,471 04
Telegraph and Telephone Lines.....	14,099 80
Station Buildings and Fixtures.....	102,308 39
Shops, Enginehouses, and Turntables.....	5,225 85
Shop Machinery and Tools.....	3,315 77
Water Stations.....	89,004 19
Fuel Stations.....	300 87
Miscellaneous Structures.....	53,563 68
Transportation of Men and Material.....	1,002 09
Rent of Equipment.....	23,294 25
Repairs of Equipment.....	8,519 31
Earnings and Operating Expenses during Construction.....	19,239 93
Injuries to Persons.....	1,266 50
Steam Locomotives.....	3,316 05
Passenger-Train Cars.....	1,983 15
Work Equipment.....	248 10
Law Expenses.....	745 00
Stationery and Printing.....	339 04
Insurance.....	2,887 73
Taxes.....	648 01
Interest and Commissions.....	2,094 95
Other Expenditures.....	91,609 54
Total.....	\$7,140,667 65

Credits in italics.

COMPARISON BY MONTHS OF OPERATING REVENUES, OPERATING EXPENSES AND NET  
OPERATING REVENUE FOR FISCAL YEARS ENDING JUNE 30, 1910 AND 1909.

		July.	August.	September.	October.	November.	December.	
Operating Revenues	1909	\$7,742,271 81	\$8,959,839 32	\$8,732,775 84	\$9,444,348 91	\$9,623,529 16	\$8,389,776 09	
	1908	6,985,400 72	7,479,316 28	7,906,677 93	8,255,622 05	8,387,279 63	8,147,895 31	
Operating Expenses	1909	\$5,028,659 61	\$5,212,784 63	\$5,445,957 27	\$5,856,849 33	\$6,010,255 30	\$6,025,365 67	
	1908	4,356,486 22	4,651,969 55	4,857,285 73	5,259,017 69	5,107,786 36	4,643,188 24	
Net Operating Revenue	1909	\$2,713,612 20	\$3,747,054 69	\$3,286,818 57	\$3,587,499 58	\$3,613,273 86	\$2,364,410 42	
	1908	2,628,914 50	2,827,346 73	3,049,392 20	2,996,604 36	3,279,493 27	3,504,707 07	
	Inc.	\$ 84,697 70	\$ 919,707 96	\$ 237,426 37	\$ 590,895 22	\$ 333,780 59	.....	
	Dec.	.....	.....	.....	.....	.....	\$1,140,296 65	

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Operating Revenues	1910	\$7,983,360 31	\$7,920,698 57	\$9,254,450 16	\$9,386,630 86	\$9,091,483 62	\$8,459,030 02	\$104,993,194 67
	1909	7,456,235 46	7,215,792 69	8,272,721 81	8,006,008 69	8,050,274 81	8,102,501 49	94,265,716 87
Operating Expenses	1910	\$6,214,472 31	\$5,675,091 50	\$6,245,750 41	\$6,682,361 16	\$6,336,902 71	\$5,027,369 98	\$ 69,761,819 88
	1909	4,679,247 60	4,452,232 32	4,797,121 72	4,809,707 69	5,015,926 02	4,865,226 05	57,495,195 19
Net Operating Revenue	1910	\$1,768,888 00	\$2,245,607 07	\$3,008,699 75	\$2,704,269 70	\$2,754,580 91	\$3,431,660 04	\$ 35,231,374 79
	1909	2,776,977 86	2,763,560 37	3,475,600 09	3,196,301 00	3,034,348 79	3,237,275 44	36,770,521 68
	Inc.	.....	.....	.....	.....	.....	\$ 194,384 60	.....
	Dec.	\$1,008,089 86	\$ 517,953 30	\$ 466,900 34	\$ 492,031 30	\$ 279,767 88	.....	\$ 1,539,146 89

## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR YEARS ENDING JUNE 30, 1910 AND 1909.

	1910.	1909.
<b>FREIGHT :</b>		
Freight Revenue.....	\$71,194,055 59	\$64,212,633 10
Number of Tons of Revenue Freight Carried.....	19,448,590	17,220,597
Number of Tons of Revenue Freight Carried One Mile.....	7,012,896,589	6,260,172,676
Number of Tons of Company Freight Carried One Mile.....	2,225,742,851	1,445,680,854
Average Distance per Ton—Revenue Freight—Miles.....	360.59	363.53
Average Revenue per Ton—Revenue Freight.....	\$3.66	\$3.73
Average Revenue per Ton per Mile—Revenue Freight—in Cents.....	1.015	1.026
Average Tons of Freight (Revenue and Company) per Loaded Car Mile.....	19.08	18.35
Average Tons of Freight (Revenue and Company) per Freight-Train Mile...	388.80	366.06
Average Freight Revenue per Freight-Train Mile.....	\$3.00	\$3.05
<b>PASSENGER :</b>		
Passenger Revenue.....	\$25,437,181 98	\$22,734,505 32
Number of Passengers Carried.....	13,675,343	12,605,697
Number of Passengers Carried One Mile.....	1,236,975,839	1,108,004,215
Average Distance per Passenger—Miles.....	90.45	87.90
Average Revenue per Passenger.....	\$1.86	\$1.80
Average Revenue per Passenger per Mile in Cents.....	2.056	2.052
Average Passenger Revenue per Passenger-Train Mile.....	\$1.21	\$1.21
Passenger-Train Revenue.....	\$32,013,919 42	\$28,562,149 15
Average Passenger-Train Revenue per Passenger-Train Mile.....	\$1.53	\$1.52

Passenger-Train Revenue consists of the sum of Interstate Commerce Commission Operating Revenue Accounts Nos. 2 to 8 inclusive.

The averages per train mile are determined in accordance with the Interstate Commerce Commission formula, which provides that the entire mixed train mileage shall be added to the freight-train mileage in determining the averages per freight-train mile, and that the same mileage shall also be added to the passenger-train mileage in determining the averages per passenger-train mile.



CLASSIFICATION OF REVENUE FREIGHT TONNAGE FOR YEARS ENDING  
JUNE 30, 1910 AND 1909.

	1910.		1909.	
	Tons.	%	Tons.	%
<b>PRODUCTS OF AGRICULTURE:</b>				
Corn.....	534,146		486,366	
Wheat.....	471,688		751,953	
Other Grain.....	264,269		202,312	
Total Grain.....	1,270,103	6.53	1,440,631	8.37
Flour.....	521,542		468,003	
Other Mill Products.....	271,539		198,202	
Hay, Straw and Broom Corn.....	414,517		314,073	
Cotton.....	136,108		299,061	
Cotton Seed and its Products.....	174,030		233,488	
Fruit and Vegetables.....	1,117,955		912,290	
Other Products of Agriculture.....	116,670		108,885	
Total Products of Agriculture.....	4,022,464	20.68	3,974,633	23.08
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	1,063,547		1,104,707	
Dressed Meats.....	65,144		58,730	
Other Packing House Products.....	69,252		66,765	
Poultry, Game and Fish.....	39,918		35,828	
Wool.....	14,605		20,581	
Hides and Leather.....	11,551		12,791	
Other Products of Animals.....	119,358		119,461	
Total Products of Animals.....	1,383,375	7.11	1,418,863	8.24
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	33,837		26,299	
Bituminous Coal.....	2,510,919		2,401,182	
Coke.....	345,434		266,005	
Ore and Bullion.....	430,446		240,846	
Stone and Sand.....	1,446,163		1,050,865	
Salt.....	101,215		125,950	
Other Products of Mines.....	827,057		674,406	
Total Products of Mines.....	5,695,071	29.28	4,785,553	27.79
<b>PRODUCTS OF FORESTS:</b>				
Lumber.....	1,672,850		1,546,727	
Other Products of Forests.....	690,932		586,102	
Total Products of Forests.....	2,363,782	12.16	2,132,829	12.38
<b>MANUFACTURES:</b>				
Petroleum and Other Oils.....	290,403		248,742	
Sugar.....	127,819		116,365	
Iron—Pig. Bloom and Scrap.....	44,990		26,730	
Iron and Steel Rails.....	61,176		31,396	
Other Castings and Machinery.....	353,419		253,980	
Bar and Sheet Metal.....	138,529		96,460	
Cement, Brick and Lime.....	1,376,343		1,132,359	
Agricultural Implements.....	65,658		57,227	
Wagons, Carriages, Tools, etc.....	44,979		32,116	
Wines, Liquors and Beer.....	113,473		105,559	
Household Goods and Furniture.....	163,081		162,635	
Other Manufactures.....	781,767		681,072	
Total Manufactures.....	3,561,637	18.31	2,944,641	17.10
<b>Miscellaneous—Other Commodities not mentioned above.....</b>	131,942	.68	71,942	.42
Total Carload Tonnage.....	17,158,271	88.22	15,328,461	89.01
Merchandise—L. C. L. Tonnage.....	1,348,447	6.94	1,166,542	6.78
Revenue Company Material—Inter System	941,872	4.84	725,594	4.21
Total Revenue Tonnage.....	19,448,590	100.00	17,220,597	100.00

The tons by commodities for the fiscal year ending June 30, 1909, used for comparative purposes are not the same as shown in the last annual report, but are revised so as to show tonnage of System Lines' material hauled at charges by other System Lines (separate corporations) as an independent item.

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1910 AND 1909.

	1910.	1909.
<b>MILEAGE :</b>		
Freight.....	24,244.046	20,918,328
Passenger.....	20,107,833	17,181,071
Mixed.....	2,426.927	2,564,013
Special.....	100,994	94,904
Work.....	2,690,308	1,860,138
Switching.....	7,467,974	6,256,181
Total.....	57,038,087	48,874,635
Miles run by Coal Burners.....	36,944.402	32,249,560
Miles run by Oil Burners.....	20,093,685	16,625,075
<b>CONSUMPTION OF FUEL AND STORES :</b>		
Waste (pounds).....	391,450	419,244
Oil, all kinds (pints).....	6,193,295	5,235,990
Oil, lubricating (pints).....	4,278,574	3,615,083
Coal (tons).....	2,736,865	2,340,290
Fuel Oil (tons).....	939,470	733,920
Wood (cords).....	12,465	17,998
<b>COST OF MAINTENANCE, SERVICE AND SUPPLIES :</b>		
Repairs.....	\$ 6,150,808 57	\$ 4,755,732 37
Renewals and Depreciation.....	746,086 19	734,613 87
Wages of Engineers, Firemen and Enginehouse Employees.....	6,470,649 86	5,362,988 59
Lubricants.....	180,602 94	130,579 75
Other Supplies.....	121,716 75	112,090 74
Coal.....	4,480,816 37	3,765,870 01
Fuel Oil.....	3,959,746 05	2,764,800 55
Wood.....	28,165 77	34,155 71
Total.....	\$22,138,592 50	\$17,660,831 59
<b>COST PER MILE RUN—IN CENTS :</b>		
For Repairs.....	10.78	9.73
For Renewals and Depreciation....	1.31	1.50
For Engineers, Firemen and Enginehouse Employees.....	11.34	10.97
For Lubricants.....	.32	.27
For Other Supplies.....	.21	.23
For Fuel—Coal and Wood.....	12.20 } Av'r'ge	11.78 } Av'r'ge
For Fuel—Oil.....	19.71 } 14.85	16.63 } 13.43
Total.....	38.81	36.13
<b>MILES RUN :</b>		
To One Ton of Coal.....	13.50	13.78
To One Ton of Fuel Oil.....	21.39	22.65
To One Pint of Oil, all kinds.....	9.21	9.33
To One Pint of Oil, lubricating....	13.33	13.52
<b>AVERAGE COST OF FUEL :</b>		
Coal, per Ton.....	\$1.64	\$1.61
Fuel Oil, per Ton.....	4.21	3.77
Wood, per Cord.....	2.26	1.90

The amounts shown for Repairs, Renewals and Depreciation, cover only direct charges to these accounts while the average maintenance charges shown on page 11 include a proportion of unlocated expenditures for maintenance of equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintenance of Joint Equipment at Terminals.

## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1910 AND 1909.

	1910.	1909.
<b>TRAIN MILEAGE :</b>		
Freight .....	21,386,945	18,519,422
Passenger .....	18,611,595	16,235,342
Mixed .....	2,375,271	2,531,315
Special .....	89,423	84,612
Total .....	42,463,234	37,370,691
<b>CAR MILEAGE :</b>		
Freight Cars in Freight Service .....	687,513,174	592,908,424
Passenger Cars in Passenger Service .....	125,679,372	113,684,511
Total .....	813,192,546	706,592,935
<b>FREIGHT CAR MILEAGE SUBDIVIDED :</b>		
Loaded :		
East or North .....	227,902,715	205,405,346
West or South .....	256,330,949	214,481,854
Total .....	484,233,664	419,887,200
Empty :		
East or North .....	111,195,631	88,768,508
West or South .....	92,083,879	84,252,716
Total .....	203,279,510	173,021,224
<b>WORK TRAIN MILEAGE :</b>		
Freight Class .....	2,343,799	1,598,121
Passenger Class .....	111,608	104,952
Total .....	2,455,407	1,703,073

## EQUIPMENT IN SERVICE, JUNE 30, 1910.

Description.	Number.
LOCOMOTIVES.....	1,923
PASSENGER-TRAIN CARS:	
Air-Brake Instruction.....	2
Baggage and Express.....	267
Business.....	43
Cafe-Observation.....	8
Chair.....	185
Coach—First Class.....	400
Coach—Second Class.....	26
Coach, Baggage, and Express.....	60
Coach and Mail.....	10
Coach, Mail, Baggage, and Express.....	27
Composite.....	23
Dining.....	26
Express—Horse.....	22
Mail.....	58
Mail, Baggage, and Express.....	104
Motor Coach.....	2
Parlor.....	6
Smoking.....	106
TOTAL PASSENGER-TRAIN CARS.....	1,375
FREIGHT-TRAIN CARS:	
Ballast.....	2,556
Beer.....	11
Box.....	24,364
Caboose.....	806
Coal.....	8,899
Flat.....	3,595
Furniture.....	1,622
Refrigerator.....	6,564
Stock.....	3,689
Stock and Coke (Combination).....	3,489
Tank—Oil.....	2,088
Tank—Water.....	98
TOTAL FREIGHT-TRAIN CARS.....	57,781
WORK EQUIPMENT:	
Ballast Spreader.....	14
Ballast Unloader.....	14
Boarding and Bunk.....	288
Derrick.....	26
Pile Driver.....	24
Plow.....	15
Shop and Supply.....	42
Steam Shovel.....	22
Tool.....	18
Special Service.....	32
TOTAL WORK EQUIPMENT.....	495
TOTAL CARS.....	59,651
FLOATING EQUIPMENT:	
Steam and Ferry Boats.....	2
River Steamers.....	1
Tugs.....	3
Car Floats.....	4
TOTAL FLOATING EQUIPMENT.....	10

The above statement includes 2 Locomotives, 31 Freight-Train Cars and 2 Miscellaneous Cars of the Texas & Gulf Ry. operated as a System line since July 1, 1909.



Statement showing number of locomotives of each class owned June 30, 1909, number sold or broken up and number added during the year and total number of each class owned and average weight of same as of June 30, 1910.

Type.	Class.	Owned June 30, 1909.	Sold or Broken up.	*Added.	Changes in Class.	Owned June 30, 1910.	Average Total Weight Locomotives (Tons).	Average Weight on Drivers (Tons).
Switch.....	Simple.....	149	2	.....	.....	147	53.11	58.11
Eight Wheel...	Simple.....	238	1	1	.....	238	47.21	30.75
Mogul.....	Simple.....	23	.....	.....	.....	23	69.96	59.09
Mogul.....	Compound... .	35	.....	.....	.....	35	82.00	67.51
Ten Wheel....	Simple.....	426	.....	1	.....	427	64.42	49.61
Ten Wheel....	Compound.....	6	.....	.....	.....	6	88.00	66.00
Twelve Wheel.	Simple.....	6	.....	.....	.....	6	64.67	52.17
Consolidation..	Simple.....	312	.....	.....	+17	329	77.60	63.56
Consolidation..	Compound....	71	.....	.....	-17	54	100.10	83.19
Pacific.....	Simple.....	23	.....	20	.....	53	112.28	73.72
Pacific.....	Balanced Compound.	41	.....	.....	.....	41	113.24	75.95
Prairie.....	Simple.....	.....	.....	.....	+ 6	6	108.45	74.11
Prairie.....	Compound.....	177	.....	.....	- 6	171	108.45	74.11
Prairie.....	Balanced Compound.	56	.....	.....	.....	56	124.11	87.36
Atlantic.....	Balanced Compound.	121	.....	23	.....	149	102.83	53.52
Decapod.....	Compound.....	3	.....	.....	.....	3	131.00	117.00
Mikado.....	Simple.....	15	.....	.....	.....	15	131.70	100.15
Santa Fe.....	Simple.....	2	.....	.....	+ 1	3	141.90	115.70
Santa Fe.....	Compound.....	153	.....	.....	- 1	157	143.62	117.29
Mallet.....	Compound.....	.....	.....	4	.....	4	209.70	170.08
Totals.....	.....	1,872	3	54	.....	1,923	84.20	64.04

\* Includes two locomotives of The Texas & Gulf Railway, operated as a System line since July 1, 1909.

NOTE.—The average tractive power per engine June 30, 1910, was 29,803 as against 29,714 June 30, 1909, being an increase of .30 per cent.

## MAIN-TRACK MILEAGE.

June 30, 1910.

	Oper- ated.	Owued.
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY:</b>		
Dearborn Station to Stewart Avenue .....	1.43	.....
Stewart Avenue to Crawford Avenue .....	5.00	5.00
Crawford Avenue to Ancona, Ill. ....	88.99	88.99
Ancona, Ill., to Streator Junction, Ill. ....	30.73	30.73
Streator Junction, Ill., to Pekin Junction, Ill. ....	5.91	.....
Pekin Junction, Ill., to Pekin, Ill. ....	21.33	21.33
Ancona, Ill., to Big Blue Junction, Mo. ....	350.76	350.76
Big Blue Junction, Mo., to Kansas City, Mo. ....	6.60	.....
North Lexington, Mo., to St. Joseph, Mo. ....	76.38	76.38
St. Joseph, Mo., to Atchison, Kas. ....	20.35	.09
Atchison, Kas., to Kansas-Colorado Line .....	470.53	470.53
Kansas City, Mo., to Topeka, Kas. ....	66.20	66.01
Holiday, Kas., to Oklahoma-Texas Line .....	443.46	443.46
Hawthorne, Kas., to Wilder, Kas. ....	45.41	45.41
Lawrence, Kas., to Ottawa, Kas. ....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas. ....	54.31	54.31
Quenemo, Kas., to Osage City, Kas. ....	19.42	19.42
Burlingame, Kas., to Alma, Kas. ....	34.30	34.30
Burlington Junction, Kas., to Burlington, Kas. ....	41.47	41.47
Burlington, Kas., to Gridley, Kas. ....	10.89	10.89
Colony, Kas., to Yates Center, Kas. ....	24.71	24.71
Chanute, Kas., to Chicopee, Kas. ....	57.74	57.74
Chanute, Kas., to Longton, Kas. ....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas. ....	40.57	40.57
Cherryvale, Kan., to Coffeyville, Kas. ....	17.93	17.98
Independence, Kas., to Cedar Vale, Kas. ....	54.79	54.79
Havana, Kas., to Caney, Kas. ....	5.39	5.39
Caney, Kas., to Kansas-Oklahoma Line .....	1.35	.....
Kansas-Oklahoma Line to Tulsa, Okla. ....	67.88	67.13
Emporia, Kas., to Moline, Kas. ....	83.23	83.23
Florence, Kas., to Winfield, Kas. ....	72.73	72.73
Strong City, Kas., to Bazar, Kas. ....	11.68	11.68
Neva, Kas., to Kansas-Nebraska Line .....	151.83	151.83
Kansas-Nebraska Line to Superior, Neb. ....	2.53	.....
Abilene, Kas., to Salina, Kas. ....	22.56	22.56
Manchester, Kas., to Barnard, Kas. ....	43.56	43.56
Florence, Kas., to Ellinwood, Kas. ....	98.21	98.21
Little River, Kas., to Holyrood, Kas. ....	26.30	26.30
Newton, Kas., to Arkansas City, Kas. ....	78.18	78.18
Augusta, Kas., to Englewood, Kas. ....	187.18	187.18
Mulvane, Kas., to Caldwell, Kas. ....	37.29	37.29
Wichita, Kas., to Pratt, Kas. ....	79.77	79.77
Arkansas City, Kas., to Purcell, Okla. ....	154.46	154.46
Newkirk, Okla., to Pauls Valley, Okla. ....	183.67	183.67
Guthrie Junction, Okla., to Cushing, Okla. ....	47.85	47.85
Guthrie, Okla., to Kiowa, Kas. ....	115.94	113.00
Ripley, Okla., to Esau, Okla. ....	40.41	40.41
Seward, Okla., to Cashion, Okla. ....	.....	10.60
Pauls Valley, Okla., to Lindsay, Okla. ....	24.18	24.18
Davis, Okla., to Sulphur, Okla. ....	9.28	9.28
Kiowa, Kas., to Belvidere, Kas. ....	50.61	50.61
Attica, Kas., to Medicine Lodge, Kas. ....	20.98	20.98
Wellington, Kas., to Hunnewell, Kas. ....	18.31	18.31
Hunnewell, Kas., to Braman, Okla. ....	9.07	9.07
Braman, Okla., to Tonkawa, Okla. ....	15.94	15.94
Hutchinson, Kas., to Ponca City, Okla. ....	141.88	141.88
Hutchinson, Kas., to Kinsley, Kas. ....	84.24	84.24
Great Bend, Kas., to Scott City, Kas. ....	120.07	120.07
Larned, Kas., to Jetmore, Kas. ....	46.33	46.33
Kansas-Colorado Line to Cañon Junction, Colo. ....	150.21	150.21
Cañon Junction, Colo., to Denver, Colo. ....	116.72	116.50
Cañon Junction, Colo., to Rockvale, Colo. ....	35.86	35.86
Clelland, Colo., to Cañon City, Colo. ....	7.24	7.24
Holly, Colo., to Rocky Ford, Colo. ....	95.09	95.09
Lamar, Colo., to Kornman, Colo. ....	4.37	4.37
<i>Forward</i> .....	4,522.51	4,490.93

## SANTA FE RAILWAY COMPANY.

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MAIN-TRACK MILEAGE.  
June 30, 1910—Continued.

	Oper- ated.	Owued.
<i>Brought Forward</i> .....	4,522.51	4,490.93
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Las Animas, Colo., to Waveland, Colo.....	2.26	2.26
Swink, Colo., to Shelton, Colo.....	4.62	4.62
La Junta, Colo., to Colorado-New Mexico Line.....	96.09	96.09
Colorado-New Mexico Line to San Marcial, N. M.....	353.55	353.55
Las Vegas, N. M., to Hot Springs, N. M.....	9.01	9.01
Lamy, N. M., to Santa Fe, N. M.....	18.13	18.13
Belen Junction, N. M., to Clovis, N. M.....	240.11	.....
Socorro, N. M., to Magdalena, N. M.....	27.39	27.39
San Marcial, N. M., to Deming, N. M.....	128.40	128.40
Rincon, N. M., to New Mexico-Texas Line.....	56.36	56.36
Nutt, N. M., to Lake Valley, N. M.....	13.52	13.52
Deming, N. M., to Silver City, N. M.....	46.50	46.50
Whitewater, N. M., to San Jose, N. M.....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M.....	4.28	4.28
Hanover, N. M., to Flerro, N. M.....	6.66	6.66
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—COAST LINES:</b>		
Belen, N. M., to Rio Puerco, N. M.....	17.82	.....
Sandia, N. M., to Dalles, N. M.....	3.52	.....
Isleta, N. M., to Needles, Cal.....	562.87	562.87
Needles, Cal., to Mojave, Cal.....	242.55	.....
Mojave, Cal., to Kern Junction, Cal.....	67.01	.....
Kern Junction, Cal., to Ferry Point, Cal.....	306.48	306.48
Corcoran Junction, Cal., to Junction, Cal.....	68.23	68.23
Barstow, Cal., to Temecula, Cal.....	132.89	132.89
Fallbrook, Cal., to National City, Cal.....	66.98	66.98
San Bernardino, Cal., to Los Angeles, Cal.....	59.97	59.97
Los Angeles, Cal., to Los Angeles Junction, Cal.....	83.02	83.02
Highbrook, Cal., to Orange, Cal.....	40.65	40.65
Richfield, Cal., to Olinda, Cal.....	4.28	4.28
Casa Blanca, Cal., to Prenda, Cal.....	2.04	2.04
Escondido Junction, Cal., to Escondido, Cal.....	21.20	21.20
Perris, Cal., to San Jacinto, Cal.....	19.44	19.44
San Bernardino, Cal., to Mentone, Cal.....	12.51	12.51
Highland Junction, Cal., to Mentone, Cal.....	12.88	12.88
Redondo Junction, Cal., to Inglewood, Cal.....	9.82	9.82
Inglewood, Cal., to Redondo, Cal.....	10.77	10.77
Elsinore Junction, Cal., to Alberhill, Cal.....	7.76	7.76
<i>Barnwell &amp; Searchlight Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Barnwell, Cal., to Searchlight, Nev.....	23.22	23.22
<i>California Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Goffs, Cal., to Ivanpah, Cal.....	45.21	45.21
<i>Fresno County Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Reedley, Cal., to Wahtoke, Cal.....	6.68	6.68
<i>Oakdale Western Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Riverbank, Cal., to Oakdale, Cal.....	6.30	6.30
<i>Oakland &amp; East Side Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Richmond, Cal., to Oakland, Cal.....	11.32	11.32
<i>Randsburg Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kramer, Cal., to Johannesburg, Cal.....	28.64	28.64
<i>Western Arizona Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
McConnico, Ariz., to Chloride, Ariz.....	21.57	21.57
<b>Total Atchison, Topeka &amp; Santa Fe Railway Lines.....</b>	<b>7,439.64</b>	<b>6,837.05</b>

MAIN-TRACK MILEAGE.  
June 30, 1910.—Continued.

	Oper- ated.	Owued
<b>RIO GRANDE &amp; EL PASO RAILROAD:</b>		
New Mexico-Texas Line to El Paso, Texas.....	20.21	20.21
<b>GULF, COLORADO &amp; SANTA FE RAILWAY:</b>		
Galveston, Texas, to Purcell, Okla.....	518.67	518.67
Alvin, Texas, to Houston, Texas.....	25.66	25.66
Somerville, Texas, to Silsbee, Texas.....	152.57	152.57
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.03	228.03
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Coleman Junction, Texas, to Coleman, Texas.....	6.28	6.28
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.76	152.76
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
Wolfe City, Texas, to Sherman, Texas.....	38.70	.....
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt R. R. at Sealy, Texas.....	.08	.08
End of Track, Cane Belt R. R., to Depot, Eagle Lake, Texas..	.17	.....
<i>Gulf, Beaumont &amp; Kansas City Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Beaumont, Texas, to Rogan, Texas.....	62.62	62.62
<i>Gulf, Beaumont &amp; Great Northern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Rogan, Texas, to Center, Texas.....	77.78	77.78
<i>Cane Belt Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Sealy, Texas, to Matagorda, Texas.....	90.65	107.84
Eagle Lake Junction, Texas, to end of Track, Cane Belt R. R., Eagle Lake, Texas.....	.45	
Rayner Junction, Texas, to Bonus, Texas.....	13.77	
Boedecker, Texas, to Garwood, Texas.....	2.97	
<i>Jasper &amp; Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kirbyville, Texas, to Oakdale, La. ....	81.40	81.40
Total Gulf, Colorado & Santa Fe Railway.....	1,518.18	1,479.31
<b>EASTERN RAILWAY OF NEW MEXICO:</b>		
Texas-New Mexico Line North to Texas-New Mexico Line South.....	225.21	227.33
Clovis Junction, N. M., to Belen, N. M.....	.....	237.99
Belen, N. M., to Rio Puerco, N. M.....	.....	17.82
Sandia, N. M., to Dalles, N. M.....	.....	3.52
Total Eastern Railway of New Mexico.....	225.21	486.66
<b>PECOS &amp; NORTHERN TEXAS RAILWAY:</b>		
Amarillo, Texas, to Texas-New Mexico Line.....	94.93	94.93
Canyon City Junction, Texas, to Lubbock, Texas.....	103.61	103.61
Plainview Junction, Texas, to Floydada, Texas.....	26.75	26.75
Total Pecos & Northern Texas Railway.....	225.29	225.29
<b>PECOS RIVER RAILROAD:</b>		
Texas-New Mexico Line to Pecos, Texas.....	54.26	54.26



MAIN-TRACK MILEAGE.  
June 30, 1910.—Continued.

	Oper- ated.	Owued.
<b>SANTA FE, PRESCOTT &amp; PHOENIX RAILWAY:</b>		
Ash Fork, Ariz., to Phoenix, Ariz. ....	195.35	195.35
<i>Prescott &amp; Eastern Railroad (stock owned by S. F., P. &amp; P. Ry. Co.):</i>		
Prescott & Eastern Junction, Ariz., to Mayer, Ariz. ....	26.40	26.40
<i>Bradshaw Mountain Railroad (stock owned by The A. T. &amp; S. S. F. Ry. Co.):</i>		
Poland Junction, Ariz., to Poland, Ariz. ....	7.95	7.95
Mayer, Ariz., to Crown King, Ariz. ....	27.70	27.70
Total Santa Fe, Prescott & Phoenix Railway.....	257.40	257.40
<b>SOUTHERN KANSAS RAILWAY OF TEXAS:</b>		
Oklahoma-Texas Line to Amarillo, Texas .....	124.92	124.92
<b>TEXAS &amp; GULF RAILWAY:</b>		
Longview, Texas, to Carthage, Texas.....	36.32	36.32
Carthage, Texas, to Timpson, Texas.....	19.45	18.82
Timpson, Texas, to Grigsby, Texas.....	18.41	18.41
Center, Texas, to Gary, Texas.....	21.96	21.31
Total Texas & Gulf Railway.....	96.14	94.86
<b>NEW MEXICO &amp; ARIZONA RAILROAD:</b>		
Benson, Arizona, to Nogales, Arizona .....		88.19
<b>SONORA RAILWAY:</b>		
Nogales, Arizona, to Guaymas, Mexico.....		260.27
Hermosillo Junction, Mexico, to Hermosillo, Mexico.....		3.08
Total Sonora Railway.. .....		263.45

## SUMMARY.

	Oper- ated.	Owued.
Atchison, Topeka & Santa Fe Railway.....	7,439.64	6,837.05
Rio Grande & El Paso Railroad.....	20.21	20.21
Gulf, Colorado & Santa Fe Railway.....	1,518.18	1,479.31
Eastern Railway of New Mexico.....	225.21	486.66
Pecos & Northern Texas Railway.....	225.29	225.29
Pecos River Railroad .....	54.26	54.26
Santa Fe, Prescott & Phoenix Railway... ..	257.40	257.40
Southern Kansas Railway of Texas....	124.92	124.92
Texas & Gulf Railway.....	96.14	94.86
New Mexico & Arizona Railroad.....		88.19
Sonora Railway.....		263.45
Total .....	9,961.25	9,931.60

Mileage upon which General Mortgage is a direct lien.....	6,694.11
Mileage represented by stocks and bonds pledged under General Mortgage...	1,646.44
Total Mileage subject to General Mortgage.....	8,340.55

MAIN-TRACK MILEAGE.  
June 30, 1910.—Continued.

		Owued.
Mileage of System Lines owned (see foregoing pages).....		9,931.60
Mileage of Separately Operated Lines:		
Arizona & California Railway.....	106.84	
Beaumont Wharf & Terminal Co.....	2.57	
Concho, San Saba & Llano Valley Railroad.....	16.49	
* Grand Canyon Railway.....	66.45	
Gulf & Interstate Railway of Texas.....	70.88	
† Kansas Southwestern Railway.....	59.35	
§ Leavenworth & Topeka Railway.....	44.66	
† Northwestern Pacific Railroad.....	411.40	
Standard Gauge.....	323.30	
Narrow Gauge.....	88.10	
† Sunset Railroad.....	32.75	
† Sunset Western Railway.....	14.86	
		826.25
Mileage of Lines under Construction, Completed to June 30, 1910:		
Arizona & California Railway.....	83.47	
Concho, San Saba & Llano Valley Railroad.....	36.95	
Fullerton & Richfield Railway.....	5.10	
Gulf, Colorado & Santa Fe Railway.....	.48	
Kings River Railroad.....	2.25	
Pecos & Northern Texas Railway.....	83.53	
		211.78
Total.....		10,969.63

\* Of the total outstanding capital stock this Company owns 98 per cent.

† Owned jointly with the St. Louis & San Francisco Railroad Company.

§ Owned jointly with the Union Pacific Railroad Company.

‡ Owned jointly with the Southern Pacific Company.

ADDITIONAL MAIN TRACKS.

	Operated.	Owued.
SECOND MAIN TRACK:		
Dearborn Station to Stewart Avenue.....	1.43	.....
Stewart Ave., to Crawford Avenue.....	5.00	5.00
Crawford Ave., to Plaines, Ill.....	34.79	34.79
Plaines, Ill., to Pequot, Ill.....	15.79	.....
Pequot, Ill., to Holton, Ill.....	71.21	71.21
Chillicothe, Ill., to Edelsrein, Ill.....	8.01	8.01
Monica, Ill., to Williamsfield, Ill.....	8.35	8.35
Knox, Ill., to East Fort Madison, Ill.....	58.90	58.90
Fort Madison, Ia., to Wyaconda, Mo.....	39.88	39.88
Hart, Mo., to Rothville, Mo.....	18.20	18.20
Carrollton, Mo., to Carrollton Jct., Mo.....	2.25	2.25
Carrollton, Jct., Mo., to Hardin, Mo.....	16.17	.68
Hardin, Mo., to Camden Junction, Mo.....	13.44	13.44
Sibley, Mo., to Congo, Mo.....	17.56	17.56
Big Blue Junction, Mo., to Chicago Junction, Mo.....	6.69	.09
Kansas City, Mo., to Braddock, Kans.....	173.50	173.50
Walton, Kans., to Mission, Kans.....	12.92	12.92
Trinidad, Colo., to Raton, N. M.....	22.86	22.86
Total Second Main Track.....	526.95	487.64
THIRD MAIN TRACK:		
Hardin, Mo., to Camden Junction, Mo.....	12.89	.56
Kansas City, Mo., to Turner, Kans.....	5.90	5.90
Total Third Main Track.....	18.79	6.46
FOURTH MAIN TRACK:		
Kansas City, Mo., to Turner, Kans.....	5.92	5.92
Total Additional Main Tracks.....	551.66	500.02
Total Mileage Yard Tracks and Sidings.....	3,205.52	

MAIN-TRACK MILEAGE.  
June 30, 1910.—*Continued.*

	Miles.	Miles.
During the year the miles of main track operated by the System increased 168.75 miles, as follows:		
ATCHISON, TOPEKA & SANTA FE RAILWAY: Sundry adjustments of mileage.....	1.00	
ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES: Sundry adjustments of mileage.....	.34	1.34
RIO GRANDE & EL PASO RAILROAD: Adjustment of mileage.....		.04
PECOS & NORTHERN TEXAS RAILWAY: Plainview, Texas, to Lubbock, Texas.....	46.22	
Plainview Junction, Texas, to Floydada, Texas.....	26.75	
Sundry adjustments of mileage.....	.49	73.47
TEXAS & GULF RAILWAY: Longview, Texas, to Carthage, Texas.....	36.32	
Carthage, Texas, to Timpson, Texas.....	19.45	
Timpson, Texas, to Grigsby, Texas.....	18.41	
Center, Texas, to Gary, Texas.....	21.96	96.14
DEDUCTIONS: EASTERN RAILWAY OF NEW MEXICO: Sundry adjustments of mileage.....	2.08	170.99
PECOS RIVER RAILROAD: Adjustment of mileage.....	.01	
SOUTHERN KANSAS RAILWAY OF TEXAS: Adjustment of mileage.....	.15	2.24
Total Increase, System.....		168.75

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois.....	290.27	
Iowa.....	19.86	
Missouri.....	298.45	
Kansas.....	2,658.79	
Nebraska.....	2.53	
Oklahoma.....	943.42	
Texas.....	1,874.80	
Louisiana.....	63.90	
Colorado.....	512.46	
New Mexico.....	1,331.58	
Arizona.....	665.72	
Nevada.....	11.60	
California.....	1,287.86	
Total.....		9,961.25

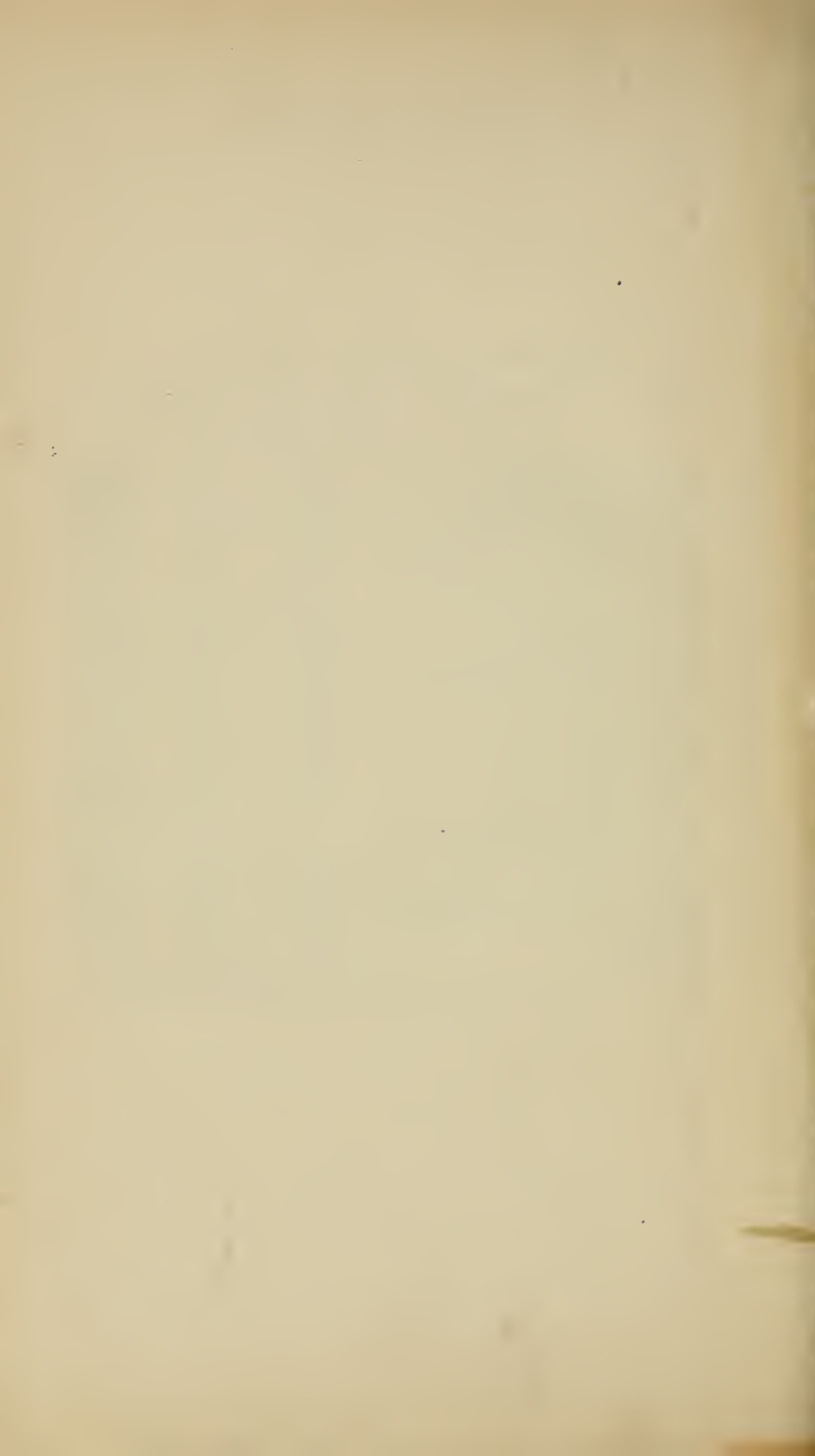
## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

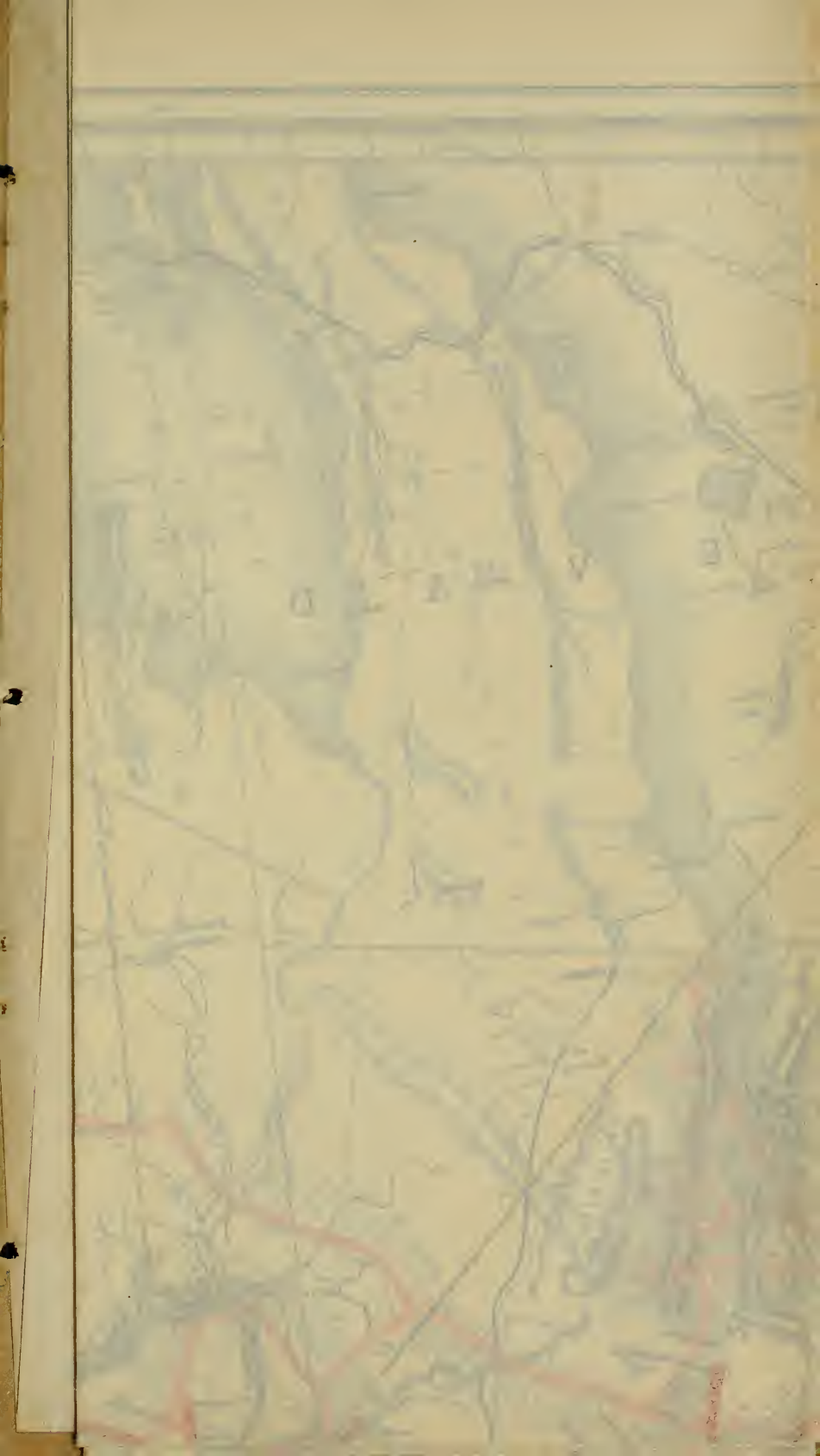
Atchison Union Depot & R. R. Co.....	2d Mtge. 5%	\$ 8,500
Gulf, Colorado & Santa Fe Ry. Co.....	1st " 6%	12,695,000
" " " " " " " .....	2d " 6%	8,614,000
The Kansas City Belt Ry. Co.....	1st " 6%	25,000
Kansas City Northwestern R. R. Co.....	1st " 5%	2,000
The Leavenworth and Topeka Ry. Co.....	1st " 4%	50,000
New Mexico & Arizona R. R. Co.....	1st " 6%	2,313,000
" " " " " " " .....	2d " 6%	950,000
Rio Grande & El Paso R. R. Co.....	1st " 6%	500,000
Sonora Ry. Co., Limited.....	1st " 7%	5,248,000
The Southern Kansas Ry. Co. of Texas.....	1st " 5%	1,583,000
Toluca Coal Co.....	1st " 5%	300,000
The Union Passenger Depot Co. of Galveston...	1st " 6%	64,000
		<hr/> \$32,352,500



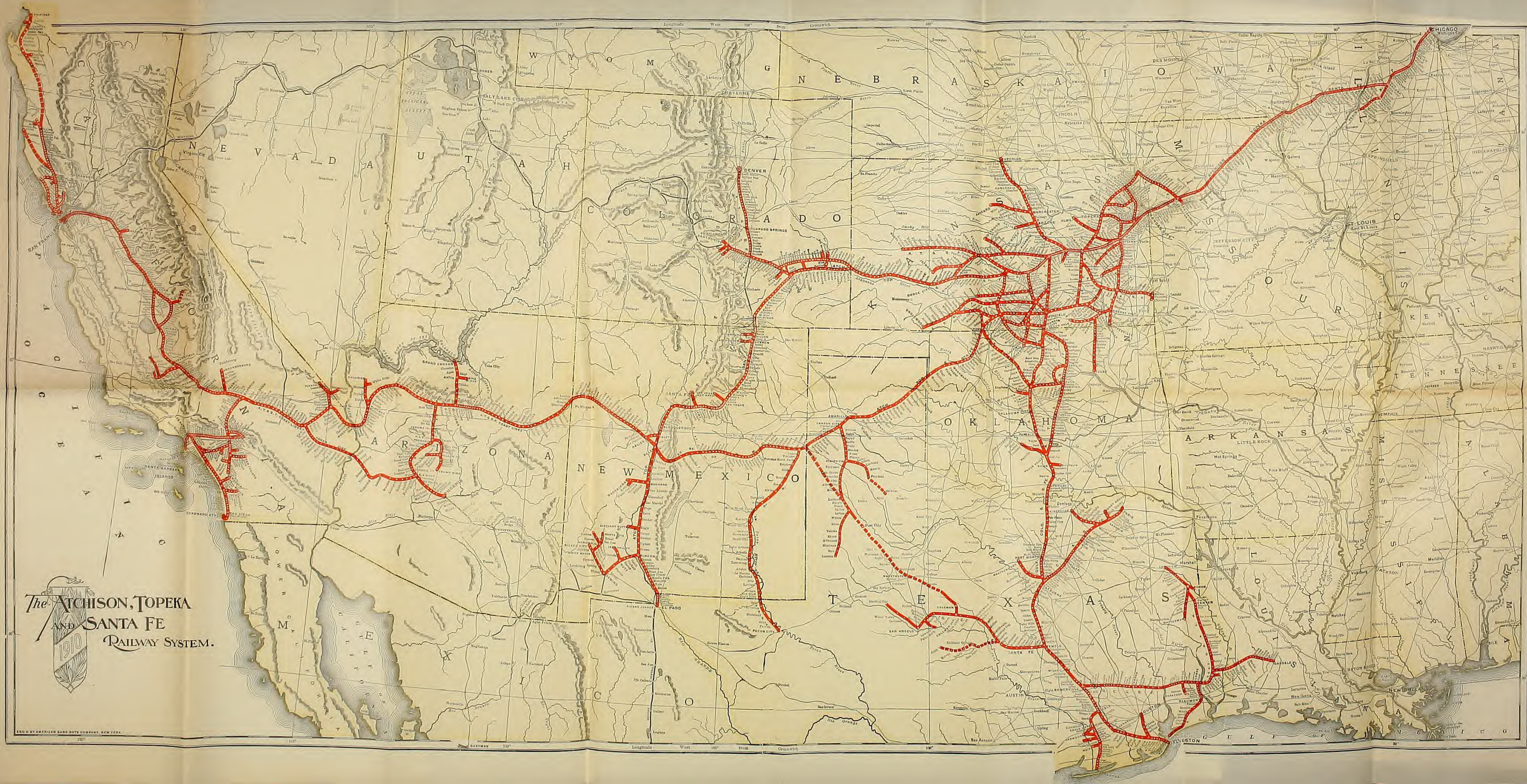
## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Di- rect- ors.	Total.	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$ 30,400 00
Atchison Union Depot & Railroad Co.....	18	....	18	18,000 00
Aztec Land & Cattle Co., Limited.....	2,154	3	2,157	21,570 00
Cherokee & Pittsburg Coal and Mining Co..	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred.	400	....	400	40,000 00
“ “ “ “ Common..	400	....	400	40,000 00
Forest Park & Central R. R. Co. ....	16	....	16	1,600 00
Fort Worth Union Passenger Station Co...	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry. Co.....	45,470	130	45,600	4,560,000 00
The Las Vegas Hot Springs Co. ....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co...	120	5	125	12,500 00
New Mexico & Arizona R. R. Co.....	36,815	5	36,820	3,682,000 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co.....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co.....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	....	12	1,204 90
St. Joseph Terminal R. R. Co. ....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co. ....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Santa Fe Terminal Co. of California...	9,993	7	10,000	1,000,000 00
Sonora Ry. Co., Limited. ....	10,483	13	10,496	1,049,600 00
The Southern Kansas Ry. Co. of Texas...	5,955	90	6,045	604,500 00
Union Depot Co. (of Kansas City, Mo.)....	449	1	450	45,000 00
The Union Passenger Depot Co. of Galveston	1,995	5	2,000	200,000 00
The Vulcan Fuel Co.....	599,993	7	600,000	600,000 00
	726,840	340½	727,180½	\$13,139,697 40















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1911

SIXTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE

RAILWAY COMPANY

FOR THE

—  
FISCAL YEAR ENDING JUNE 30, 1911.





1911

SIXTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1911.

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C. G. BURGOYNE, SPRING AND CROSBY STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1911.

1911.	1912.
H. RIEMAN DUVAL, New York.	EDWARD J. BERWIND, New York.
THOMAS P. FOWLER, New York.	HENRY C. FRICK, Pittsburgh.
CHARLES S. GLEED, Topeka.	ANDREW C. JOBES, Wichita.
WALKER D. HINES, New York.	JOHN G. McCULLOUGH, Vermont.
1913.	1914.
BENJAMIN P. CHENEY, Boston.	HOWEL JONES, Topeka.
T. DE WITT CUYLER, Philadelphia.	EDWARD P. RIPLEY, Chicago.
AUGUSTUS D. JUILLIARD, New York.	BYRON L. SMITH, Chicago.
	CHARLES STEELE, New York.

## Executive Committee.

WALKER D. HINES, Chairman.

EDWARD J. BERWIND.	AUGUSTUS D. JUILLIARD.
T. DE WITT CUYLER.	EDWARD P. RIPLEY.
THOMAS P. FOWLER.	CHARLES STEELE.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
W. B. STOREY, JR.,	-	<i>Vice-President,</i>	-	-	-	Chicago.
G. T. NICHOLSON,	-	<i>Vice-President,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to the President,</i>				San Francisco.
E. J. ENGEL,	-	<i>Assistant to the President,</i>				Chicago.
WALKER D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>				Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
C. K. COOPER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, JR.,	-	<i>Western Assistant Secretary and Assistant Treasurer,</i>				Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>				Chicago.
A. L. CONRAD,	-	<i>Assistant General Auditor,</i>				Chicago.
M. J. COLLINS,	-	<i>General Purchasing Agent,</i>				Chicago.
C. A. MORSE,	-	<i>Chief Engineer-System,</i>	-	-	-	Topeka.
F. B. HOUGHTON,	-	<i>Freight Traffic Manager,</i>				Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>				Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>				San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.

CHICAGO OFFICE, - 80 EAST JACKSON BOULEVARD.





OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 19, 1911.

*To the Stockholders :*

Your Directors submit the following report for the fiscal year July 1, 1910, to June 30, 1911, inclusive.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, are as follows :

	June 30, 1911.	June 30, 1910.
Atchison, Topeka & Santa Fe Railway..	7,549.69 miles.	7,439.64 miles.
Rio Grande & El Paso Railroad.....	20.21 "	20.21 "
Gulf, Colorado & Santa Fe Railway .....	1,537.48 "	1,518.18 "
Eastern Railway of New Mexico.....	225.21 "	225.21 "
Pecos & Northern Texas Railway.....	296.12 "	225.29 "
Pecos River Railroad.....	54.24 "	54.26 "
Santa Fe, Prescott & Phoenix Railway..	364.24 "	257.40 "
Southern Kansas Railway of Texas.....	124.92 "	124.92 "
Texas & Gulf Railway .....	96.14 "	96.14 "
Gulf & Interstate Railway of Texas.....	71.97 "	—
Concho, San Saba & Llano Valley Rail- road .....	60.15 "	—
	<u>10,400.37</u> "	<u>9,961.25</u> "

Increase during the year 439.12 miles.

The average mileage operated during the fiscal year ending June 30, 1911, was 10,350.13 miles, being an increase of 433.80 miles as compared with the average mileage operated during the preceding fiscal year.

In addition to lines covered by this report there were completed on June 30, 1911, 242.64 miles of additional line, all of which will be ready for operation in the near future.

The Company also controls, through ownership of stock and bonds, other lines aggregating 101.78 miles and is interested jointly with other companies in 578.72 miles.

For detailed statement of present mileage and of changes in mileage since last Annual Report, see pages 38 to 43.

## INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1910 and 1911 :

	1910.	1911.
Total operating revenues.....	\$104,993,194 67	\$107,565,115 62
Income from other sources.....	2,550,055 49	2,207,366 07
Income from all sources.. .....	\$107,543,250 16	\$109,772,481 69
Expenses, including taxes, rentals and other charges.....	75,133,314 54	75,689,094 83
	\$32,409,935 62	\$34,083,386 86
Fixed charges, including accrued interest on Adjustment Bonds.....	11,984,151 36	12,712,319 31
Balance.....	\$20,425,784 26	\$21,371,067 55

From the net income for the year the following sums have been deducted :

## DIVIDENDS ON PREFERRED STOCK—

No. 25 (2½%) paid	
Feb. 1, 1911.....	\$2,854,345 00
No. 26 (2½%) paid	
Aug. 1, 1911.....	2,854,345 00
	<u>\$5,708,690 00</u>

## DIVIDENDS ON COMMON STOCK—

No. 21 (1½%) paid		
Sept. 1, 1910.....	\$2,482,777 50	
No. 22 (1½%) paid		
Dec. 1, 1910.....	2,482,777 50	
No. 23 (1½%) paid		
Mar. 1, 1911.....	2,482,777 50	
No. 24 (1½%) paid		
June 1, 1911.....	2,484,127 50	
	<u>9,932,460 00</u>	
Appropriation for Fuel Reserve Fund...	414,139 59	
Appropriated for Additions and Betterments .....	5,000,000 00	
	<u>21,055,289 59</u>	
Surplus carried to Profit and Loss.....		\$ 315,777 96
Surplus to credit of Profit and Loss		
June 30, 1910.....	\$20,231,803 67	
Additions to Profit and Loss Account....	19,125 00	
	<u>20,250,928 67</u>	
Surplus to credit of Profit and Loss June 30, 1911.....		<u>\$20,566,706 63</u>

Income from sources other than earnings from operation consisted of interest on cash in banks and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$240,000 in cash was received as the net proceeds of sales of land embraced in the Santa Fe Pacific Land Grant, but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

### CAPITAL STOCK AND FUNDED DEBT.

The outstanding Capital Stock (deducting stock in treasury) on June 30, 1910, consisted of :

Common .....	\$165,518,500 00	
Preferred .....	114,173,730 00	
		<u>\$279,692,230 00</u>

Issued during the year :

Common Stock issued in exchange for	
Convertible Bonds retired....	<u>2,912,000 00</u>

Capital Stock outstanding June 30, 1911 :

Common.....	\$168,430,500 00	
Preferred.....	114,173,730 00	
		<u>\$282,604,230 00</u>

The outstanding Funded Debt of the System (deducting bonds in treasury) amounted on June 30, 1910, to..... \$302,004,952 71

The following changes in the Funded Debt occurred during the year :

Obligations issued :

Convertible 4% Bonds—

Issue of 1909... .. \$ 967,750 00

Convertible 4% Bonds—

Issue of 1910.. .. 29,307,617 29

\$30,275,367 29

Obligations Purchased or Retired :

Serial Debenture 4% Bonds,

Series H..... \$ 7,000 00

Series I. .... 81,000 00

Series J..... 105,000 00

Convertible 4% Bonds... 2,659,000 00

Convertible 5% Bonds... 253,000 00

Miscellaneous Divisional

Bonds..... 73,500 00

3,178,500 00

Increase of Funded Debt ..... \$27,096,867 29

Total System Funded Debt outstanding June

30, 1911..... \$329,101,820 00

Interest charges for the year ending June 30, 1912, will be approximately \$13,426,200, or an average monthly charge of about \$1,118,850.



## CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The total charges to Capital Account, as shown by the General Balance Sheet page 22, at June 30, 1911, aggregated \$609,287,764.18 as compared with \$577,180,953.11 at June 30, 1910, an increase during the year of \$32,106,811.07 which analyzes as follows:

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway and terminal companies:

Atchison, Topeka & Santa Fe Ry.....	\$	36,751	75
Arizona & California Ry.....		41,177	64
Bradshaw Mountain R. R.....		21,993	64
Cane Belt R. R.....		1,000	00
Concho, San Saba & Llano Valley R. R....		191,668	94
Eastern Ry. of New Mexico.....		3,468,483	50
Fullerton & Richfield Ry.....		86,362	34
Garden City, Gulf & Northern R. R.....		530,838	79
Grand Canyon Ry.....		27,111	94
Gulf, Beaumont & Kansas City Ry.....		70,440	00
Gulf, Colorado & Santa Fe Ry.....		1,724,535	66
Houston Belt & Terminal Ry.....		10,390	80
Kings River Ry.....		159,306	48
Prescott & Eastern R. R.....		64,803	68
St. Joseph Terminal R. R.....		24,640	10
Santa Fe Dock & Channel Co.....		618,124	86
Sunset Western Ry.....		33,289	94
Texas & Gulf Ry.....		6,909	23
Wichita Union Terminal Ry.....		2,500	00
			\$ 7,120,329 29

Additions and Betterments—System Lines:

Right of Way, Station Grounds and Real Estate.....	\$	132,047	27
Widening Cuts and Fills, including Protection of Banks.....		403,081	18
Grade Reductions and Changes of Line..		1,301,946	22
Bridges, Trestles and Culverts.....		796,565	33
Ballast, including cost of spreading and putting under track .....		1,145,989	38
Increased Weight of Rail.....		448,209	97
<i>Carried forward</i> .....		\$4,227,839 35	\$ 7,120,329 29

*Brought forward*.....\$ 7,120,329 29

Additions and Betterments—System Lines—*Continued*:

*Brought forward*.....\$ 4,227,839 35

Frogs, Switches, Track Fastenings and

Appurtenances..... 668,092 11

Additional Main Tracks..... 3,757,569 85

Sidings and Spur Tracks..... 639,709 04

Terminal Yards..... 387,309 80

Track Elevation, Elimination of Grade

Crossings and Improvements of Over

and Under Grade Crossings..... 191,778 93

Interlocking, Block and Other Signal

Apparatus..... 338,233 42

Telegraph and Telephone Lines..... 206,801 03

Buildings, Shops, Dock and Wharf

Property..... 1,199,677 20

Shop Machinery and Tools ..... 179,673 01

Additional Equipment..... 13,383,752 46

Betterments to Equipment..... 52,957 60

Other Additions and Betterments..... 633,230 62

25,866,624 42

Fuel Lands and Other Properties:

Fuel Lands..... \$155,000 00

Ice Plant, San Bernardino..... 69,010 18

Tie and Timber Lands..... 85,904 23

Real Estate held for future use..... 214,334 85

Miscellaneous Items..... 163,778 20

688,027 46

Other Investments..... 803,867 41

Total Charges.....\$34,478,848 58

Reduction of Book Values:

Cane Belt R. R..... \$ 1,000 00

Gulf & Interstate Ry. of Texas..... 7,479 00

Gulf, Beaumont & Kansas City Ry..... 72,500 00

Santa Fe Pacific R. R.—Land Sales..... 240,000 00

Santa Fe, Prescott & Phoenix Ry..... 86,797 32

Sunset R. R..... 33,000 00

Santa Barbara Tie & Pole Co..... 29,348 42

Texas Tie & Lumber Preserving Co..... 27,749 57

Reserve for Accrued Depreciation..... 1,874,163 20

2,372,037 51

Net Increase in Capital Account

during the year.....\$32,106,811 07

## MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443.81	\$3,443,884 82	\$ 534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807 31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05
1907.....	9,273.15	11,779,846 64	1,270 32
1908.....	9,415.01	14,246,621 44	1,513 18
1909.....	9,794.86	13,903,897 37	1,419 51
1910.....	9 916.33	15,560,047 44	1,569 13
1911.....	10,350.13	16,686,145 45	1,612 17

For the year ending June 30, 1911, maintenance charges, including renewals and depreciation, averaged as follows :

Per locomotive.....	\$4,544 54
Per locomotive mile.....	.1580
Per passenger car, including mail and express.....	1,158 10
Per passenger car mile.....	.0130
Per freight car.....	88 28
Per freight car mile.....	.0083

The foregoing average maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintaining Joint Equipment at Terminals.

The following charges were made to Additions and Betterments in respect of additional equipment purchased and built

during the year and in respect of payments made for equipment received during prior years :

90	Locomotives.....	\$ 2,952,157	37
119	Passenger-Train Cars.....	1,343,894	63
8,753	Freight-Train Cars.....	10,606,499	40
154	Miscellaneous Cars.....	178,207	16
1	Ferry Boat.....	366,255	63
		<u>\$15,447,014</u>	<u>19</u>

Less—Value of equipment retired during the year as follows :

22	Locomotives.....	\$ 349,531	23
20	Passenger-Train Cars.....	37,363	77
2,519	Freight-Train Cars.....	1,655,114	86
23	Miscellaneous Cars.....	18,066	87
1	Car Float.....	3,185	00
		<u>2,063,261</u>	<u>73</u>
		<u>\$13,383,752</u>	<u>46</u>

A statement of the locomotives in service and of their tractive power will be found on page 37.

#### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses for Maintenance of Way and Structures during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure per Mile.
1897.....	6,443.81	\$6,282,923 15	\$ 975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304,892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18
1907.....	9,273.15	15,286,062 66	1,648 42
1908.....	9,415.01	14,120,828 02	1,499 82
1909.....	9,794.86	12,884,406 81	1,315 43
1910.....	9,916.33	17,807,136 20	1,795 74
1911.....	10,350.13	16,059,786 90	1,551 65



## COMPARISON OF OPERATING RESULTS.

The following is a statement of revenues and expenses of the System for the fiscal year ending June 30, 1911, in comparison with the previous year :

	Year Ending June 30, 1911.	Year Ending June 30, 1910.	Increase.	Decrease.
<b>OPERATING REVENUES:</b>				
Freight .....	\$ 71,787,200 89	\$ 71,194,055 59	\$ 593,145 30	
Passenger .....	27,204,867 66	25,437,181 98	1,767,685 68	
Mail, Express and Miscellaneous .....	8,573,047 07	8,361,957 10	211,089 97	
Total Operating Revenues	\$107,565,115 62	\$104,993,194 67	\$2,571,920 95	
<b>OPERATING EXPENSES:</b>				
Maintenance of Way and Structures.....	\$16,059,786 90	\$17,807,136 20		\$1,747,349 30
Maintenance of Equipment.....	16,686,145 45	15,560,047 44	\$1,126,098 01	
Traffic Expenses.....	2,249,898 69	2,114,260 49	135,638 20	
Transportation Expenses.....	33,183,520 09	31,821,825 23	1,361,694 86	
General Expenses.....	2,588,900 44	2,458,550 52	130,349 92	
Total Operating Expenses	\$70,768,251 57	\$69,761,819 88	\$1,006,431 69	
Net Operating Revenue.....	\$36,796,864 05	\$35,231,374 79	\$1,565,489 26	
Ratio of Operating Expenses to Operating Revenues.....	65.79	66.44		.65

The following averages are deduced from tables set forth on pages 32 and 35.

The average tons of freight per loaded car mile decreased from 19.08 to 18.92, or .84 per cent.

The average tons of freight carried per freight-train mile increased from 388.80 to 400.35, or 2.97 per cent.

The average freight revenue per freight-train mile increased from \$3.00 to \$3.19, or 6.33 per cent.

The average passenger revenue per passenger-train mile was \$1.21, or the same as in the previous year.

The average passenger-train revenue per passenger-train mile decreased from \$1.53 to \$1.51, or 1.31 per cent.

The tons of freight carried one mile (revenue and company) decreased 242,574,954, or 2.63 per cent., while freight-car mileage (loaded and empty) decreased 8,963,680, or 1.30 per cent., and freight-train mileage (freight and mixed) decreased 1,291,745, or 5.44 per cent.

The number of passengers carried one mile increased 32,100,551, or 2.60 per cent., while passenger-car mileage increased 6,175,217, or 4.91 per cent., and the passenger-train mileage (passenger and mixed) increased 1,509,636, or 7.19 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896 :

Fiscal Year Ending June 30.	Average Miles Oper- ated.	Gross Revenues, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Interest on Bonds.	Net Revenue.
1897 (18 mos.).....	6,443.81	\$44,532,628 99	\$36,038,455 30	\$8,440,387 91	\$ 53,785 78
1898.....	6,936.02	39,396,126 41	30,513,553 17	7,045,988 30	1,836,584 94
1899.....	7,032.62	40,762,933 47	29,332,964 11	7,241,972 00	4,187,997 36
1900.....	7,341.34	46,498,899 04	29,414,427 56	7,345,166 50	9,739,304 98
1901.....	7,807.31	54,807,379 78	34,502,039 87	7,830,810 83	12,474,529 08
1902.....	7,855.38	60,275,944 33	36,272,432 45	8,438,985 00	15,564,526 88
1903.....	7,965.13	63,668,390 99	40,635,576 48	9,134,485 24	13,898,329 27
1904.....	8,179.59	69,419,975 41	44,641,434 10	9,418,770 00	15,359,771 31
1905.....	8,305.40	69,189,739 65	47,835,883 50	9,611,510 09	11,742,346 06
1906.....	8,433.99	79,390,749 05	51,035,355 71	10,622,184 22	17,733,209 12
1907.....	9,273.15	94,436,574 68	61,779,916 16	11,487,934 70	21,168,723 82
1908.....	9,415.01	91,289,770 61	65,031,582 67	12,579,301 77	13,678,886 17
1909.....	9,794.86	95,424,091 89	61,458,019 13	13,548,081 93	20,417,990 83
1910.....	9,916.33	107,543,250 16	75,133,314 54	11,984,151 36	20,425,784 26
1911.....	10,350.13	109,772,481 69	75,689,094 83	12,712,319 31	21,371,067 55

The following statement shows the gross operating revenues of the System (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896 :

Year Ending June 30.	Gross Operating Revenues.	Average per Mile of Road.
1897.....	\$30,621,230 10	\$4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900.....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902.....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904.....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55
1907.....	93,683,406 91	10,102 65
1908.....	90,617,796 38	9,624 82
1909.....	94,265,716 87	9,624 00
1910.....	104,993,194 67	10,587 91
1911.....	107,565,115 62	10,392 63

The following statement shows the development of the freight and passenger revenues of the System since July 1, 1896 :

Year Ending June 30.	Freight Revenue.	Passenger Revenue.
1897.....	\$22,067,686 77	\$5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56
1907.....	65,500,309 42	21,171,629 08
1908.....	61,848,638 51	21,643,427 49
1909.....	64,212,638 10	22,734,505 32
1910.....	71,194,055 59	25,437,181 98
1911.....	71,787,200 89	27,204,867 66

### TREASURY.

Neither this Company nor any of its auxiliaries has any notes or bills outstanding.

The Company held in its treasury on June 30, 1911, \$36,204,747.06 cash, and had available \$3,780,000 General Mortgage Bonds, including bonds not yet certified by the Trustee. The Company also has in the treasury unpledged a large amount of stocks and bonds of other companies, of which part are carried in the balance sheet as Investments and part are included under Railroads, Franchises and Other Property.

The remaining installments of principal of subscriptions to Convertible Bonds, issues of 1909 and 1910, aggregating \$30,275,367.29, referred to in the last annual report, were received during the year.

### FUEL RESERVE FUND.

The fund has been increased during the year by earnings derived from certain fuel properties as follows :

Amount to credit of Fund June 30, 1910.....	\$1,016,915 80
Added during the year.....	414,161 55
In Fund June 30, 1911.....	<u>\$1,431,077 35</u>

### WEST TEXAS CONSTRUCTION.

Reference to the construction of lines in West Texas was made in the last annual report. Of the line between Coleman and Lubbock there were completed and opened for traffic during the year 17.54 miles Lubbock to Slaton Junction. Rails between Coleman and Slaton Junction have been laid and it is expected the entire line between Coleman and Lubbock will be completed and opened for traffic by November 1, 1911. The branch line, Slaton Junction to Lamesa, a distance of 54 miles, was completed and opened for traffic October 1, 1910, and the line Lometa to Eden, a distance of 98 miles, has been completed to Brady, a distance of 66 miles, and was opened for traffic September 11, 1911.

The work of reducing the grades and curvature of the San Angelo Branch of the Gulf, Colorado & Santa Fe Railway between Temple and Coleman has been pushed throughout the year, the work between Temple and Lometa being practically completed. The improvement of this branch will facilitate the handling of traffic between points on or near the Gulf of Mexico and the Pacific Coast, for which traffic the line between Coleman and Lubbock, in connection with the railways of other companies comprised in the System, will afford a new trunk line.

The new West Texas mileage above referred to goes through a very important territory which as yet is almost entirely undeveloped. It is reasonable to anticipate that by virtue of this new mileage this part of the State of Texas will enjoy great development and that the System eventually will derive substantial benefit from such development and also from the new through business which it is believed will result from the opening of this new through line between the Pacific Coast and the Gulf of Mexico.

### GARDEN CITY, GULF & NORTHERN RAILROAD.

This line, 38 miles in length, extending from Garden City, Kansas, on your main line, to Scott City, Kansas, the former terminus of the Great Bend Branch, was acquired during the



year and is now being operated by The Atchison, Topeka & Santa Fe Railway Company as a part of the System, under lease dated July 1, 1911.

#### KINGS RIVER RAILWAY.

An extension of the Fresno County Railway from Wahtoke to Piedra, Fresno County, California, has been constructed during the year under the charter of the Kings River Railway Company. The extension is 11 miles in length and was completed and opened for traffic March 19, 1911, as of which date it was leased to The Atchison, Topeka & Santa Fe Railway Company and is operated as a part of the System.

#### LATON & WESTERN RAILWAY.

This line, extending from Laton to Lanare, Kings County, California, a distance of 15 miles, constructed during the year and opened for operation February 22, 1911, has been leased by your company for a term of 5 years with option of purchase at any time during that period.

#### SANTA FE DOCK & CHANNEL CO.

This company was organized during the year to take over and operate dock facilities at Port Bolivar, Texas, formerly owned by The Gulf & Interstate Railway Company of Texas.

#### SUNSET WESTERN RAILWAY.

An extension of this line in a northerly direction from Fellows to Shale, Kern County, California, to serve more adequately the Midway Oil Field, has been constructed jointly with the Southern Pacific Company. The extension is 2.25 miles in length and was completed and opened for traffic April 20, 1911.

#### ADDITIONAL MAIN-TRACK MILEAGE.

The mileage of second track in operation on June 30, 1911, was 687.58 miles as compared with 526.95 miles at the close of the preceding fiscal year, being an increase of 160.63 miles.

## SECOND TRACK WORK IN PROGRESS:

## MISSOURI DIVISION:

Mendon to Carrollton, Mo.....	25.64 miles.
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## LINES WEST OF ALBUQUERQUE:

Rito to Laguna, N. M.....	9.16 "
McCartys to Horace, N. M.....	10.82 "
Flagstaff to Williams, Ariz.....	32.97 "
Supai to Fairview, Ariz.....	10.57 "
	<hr/>
	89.16 "

In addition to the above, second track work has been authorized on the Lines West of Albuquerque for a distance of about 40 miles in the vicinity of Needles, California, and extensive grade reductions and changes of line have been authorized preparatory to the construction of additional second track between Albuquerque and Gallup. Most of this work will be completed by the close of the present fiscal year, when second main track in operation will approximate 816 miles.

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The death of Mr. Paul Morton on January 19, 1911, deprived the Board and the stockholders and bondholders of this Company of a strikingly effective and valuable representative. Although only fifty-three years old he had spent thirty-eight years in active business life, and all that he achieved served to make singularly complete his training for the post of Director of this Company. His long railroad career, eight years of which were in the service of the Company as its Vice-President, gave him an intimate knowledge of its affairs and all aspects of the railroad problem, which with his integrity and soundness of judgment, gave to his directorship a value which cannot be overestimated.

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Your Directors take pleasure in again recording their appreciation of faithful and efficient service rendered by officers and employees.

EDWARD P. RIPLEY,

*President.*

STATEMENTS.







## THE ATCHISON, TOPEKA &amp; SANTA

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El  
 Railway Company of New Mexico, The Pecos & Northern Texas Railway  
 Railway Company, The Southern Kansas Railway Company of Texas,  
 Railway Company of Texas, and The Concho,

## GENERAL BALANCE

Balances June 30, 1910.	ASSETS.		Balances June 30, 1911.
	RAILROADS, FRANCHISES AND OTHER PROP- ERTY, including Stocks, Bonds, etc. (Ex- hibit A).....		
\$532,527,612 73			\$564,650,536 67
	EXPENDITURES FOR ADDITIONS AND BETTER- MENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES DURING CURRENT FISCAL YEAR (Exhibit B).....		
30,526,732 63			32,568,774 94
\$563,054,345 36			\$597,219,311 61
8,211,433 32	RESERVE FOR ACCRUED DEPRECIATION....CR.		10,085,596 52
\$554,842,912 04			\$587,133,715 09
10,377,575 83	INVESTMENTS, NEW ACQUISITIONS (Exhibit C).		11,984,269 36
11,960,465 24	OTHER INVESTMENTS .....		10,169,779 73
\$577,180,953 11	Total.....		\$609,287,764 18
4,516,229 60	Balance carried down.....		2,418,285 82
\$581,697,182 71			\$611,706,050 00
	MARKETABLE SECURITIES.....		
\$ 275,787 97			\$ 1,193,387 97
18,386,494 20	MATERIAL AND SUPPLIES.....		16,256,770 76
1,016,915 80	GUARANTY TRUST CO. OF NEW YORK: Cash Deposit for Fuel Reserve Fund.....		1,431,077 35
	DEFERRED DEBIT ACCOUNTS:		
	\$ 116,780 51 Prepaid Insurance Premium.....	\$131,140 25	
	322,742 37 Prepaid Rentals.....	303,847 72	
	721,484 49 Advances—Collateral Companies.....	416,209 74	
	446,128 60 Miscellaneous.....	507,263 84	
1,607,135 97			1,358,461 55
	ACCOUNTS RECEIVABLE:		
	\$1,016,889 04 Traffic Balances.....	\$1,193,460 05	
	750,395 79 Agents and Conductors.....	551,480 35	
	359,632 44 U. S. Government.....	350,224 24	
	4,525,367 71 Miscellaneous.....	3,345,920 00	
6,652,284 98			5,441,084 64
	CASH ON HAND AND IN BANK:		
	\$11,758,568 65 Time Deposits.....	\$7,888,469 76	
	23,056,326 42 Check Deposits and in Treasury.....	28,316,277 30	
34,814,895 07			36,204,747 06
\$62,753,513 99			\$61,885,529 33

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's System satisfactory certificates from the Trustees as to the securities pledged under the different mortgages,  
 NEW YORK, September 11, 1911.

## FE RAILWAY COMPANY—SYSTEM.

Paso Railroad Company, Gulf, Colorado & Santa Fe Railway Company, The Eastern Company, The Pecos River Railroad Company, Santa Fe, Prescott & Phoenix The Texas & Gulf Railway Company, The Gulf & Interstate San Saba & Llano Valley Railroad Company.

SHEET, JUNE 30, 1911.

Balances June 30, 1910.	LIABILITIES.		Balances June 30, 1911.
\$279,692,230 00		CAPITAL STOCK: Outstanding (Exhibit D).....	\$282,604,230 00
302,004,952 71		FUNDED DEBT: Bonds Outstanding (Exhibit E).....	329,101,820 00
<u>\$581,697,182 71</u>			<u>\$611,706,050 00</u>
\$4,516,229 60		BALANCE FROM CAPITAL ACCOUNT .....	\$2,418,285 82
	\$1,016,178 74 737 06	RESERVE FOR FUEL LANDS : The Atchison, Topeka & Santa Fe Ry. Co... Cherokee & Pittsburg Coal and M. Co.....	\$1,430,318 33 759 02
1,016,915 80			1,431,077 35
	\$2,854,345 00 28,605 00	DIVIDENDS ON PREFERRED AND COMMON STOCK : No. 26 on Pfd. Stock, payable Aug. 1, 1911.. Unclaimed Dividends.....	\$2,854,345 00 25,617 50
2,882,950 00			2,879,962 50
1,856,292 23		ACCRUED TAXES NOT YET DUE .....	1,660,998 58
	\$3,554,424 58 622,500 00	INTEREST ON FUNDED DEBT: Accrued, not due..... Coupons not presented.....	\$3,630,415 84 630,665 00
4,176,924 58			4,261,080 84
742,135 78		DEFERRED CREDIT ACCOUNTS .....	426,058 26
	\$3,544,621 07 7,256,158 85 911,053 84 2,387,507 82	ACCOUNTS PAYABLE : Pay Rolls..... Audited Vouchers..... Traffic Balances..... Miscellaneous.....	\$3,886,873 96 3,714,452 97 531,819 73 1,577,291 94
14,049,341 58			9,960,438 60
13,250,920 75		APPROPRIATED INCOME : Expended for Additions and Betterments ..	18,280,920 75
20,231,803 67		PROFIT AND LOSS .....	20,566,706 63
<u>\$62,753,513 99</u>			<u>\$61,885,529 33</u>

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE & CO., Auditors.



## GENERAL BALANCE SHEET—EXHIBIT A.

## RAILROADS, FRANCHISES AND OTHER PROPERTY.

Amount June 30, 1910, as published in Annual Report....	\$532,527,612 73
Expenditures for Construction and Equipment during Fiscal Year ending June 30, 1910.....	30,526,732 63
	<u>\$563,054,345 36</u>
Transferred from Exhibit C:	
Gulf & Interstate Ry. of Texas .....	1,669,691 31
	<u>\$564,724,036 67</u>
Deduct:	
Par amount of bonds of controlled lines included in System obligations as of July 1, 1906, retired by purchase during the year :	
Cane Belt R. R. Co. 1st Mortgage 5% Bond	\$1,000 00
G. B. & K. C. Ry. Co. 1st Mortgage 6% Bonds	2,000 00
G. B. & K. C. Ry. Co. 2d Mortgage 6% Bonds	19,000 00
G. B. & K. C. Ry. Co. 2d Mortgage 5% Bonds	51,500 00
	<u>73,500 00</u>
	<u>\$564,650,536 67</u>

GENERAL BALANCE SHEET—EXHIBIT B.  
EXPENDITURES FOR ADDITIONS AND BETTERMENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES  
DURING FISCAL YEAR ENDING JUNE 30, 1911.

	Additions and Betterments.	Construction.	Other Expenditures.	Total.
Atchison, Topeka & Santa Fe Ry.....	\$ 5,689,131 19	\$ 36,751 75	\$ 26,514 25	\$ 5,679,368 69
Atchison, Topeka & Santa Fe Ry. (Coast Lines).....	5,041,848 23		55 00	5,041,793 23
Arizona & California Ry.....	34,235 15	41,177 64		75,412 79
Bradshaw Mountain R. R.....	909 00		21,993 64	22,902 64
Cane Belt R. R.....	6,012 23		1,000 00	7,012 23
Concho, San Saba & Llano Valley R. R.....	3,652 46	183,492 68		195,321 40
Eastern Ry. of New Mexico System.....	381,888 90	3,468,483 50	8,176 26	3,850,363 40
Fullerton & Richfield Ry.....		86,362 34		86,362 34
Garden City, Gulf & Northern R. R.....			530,838 79	530,838 79
Gulf & Interstate Ry. of Texas.....	616,279 40		7,479 00	623,758 40
—Santa Fe Dock & Channel Co.....			618,124 86	618,124 86
Gulf, Beaumont & Great Northern Ry.....	2,607 65			2,607 65
Gulf, Beaumont & Kansas City Ry.....	27,028 44		70,440 00	45,381 56
Gulf, Colorado & Santa Fe Ry.....	1,683,083 54	1,724,535 66		3,407,599 20
Houston Belt & Terminal Ry.....			10,390 80	10,390 80
Jasper & Eastern Ry.....	4,704 54			4,704 54
Kings River Ry.....		159,306 48		159,306 48
Prescott & Eastern R. R.....	214 87			214 87
Rio Grande & El Paso R. R.....	2,592 82		64,803 68	64,558 84
St. Joseph Terminal R. R.....			2,832 82	2,832 82
San Francisco Terminal Property.....			24,640 10	24,640 10
Santa Fe Pacific R. R.....			793 68	793 68
Santa Fe, Prescott & Phoenix Ry.....	109,140 48		2,275 00	2,275 00
Santa Fe Land Improvement Co.....	13,213,899 42		86,797 32	23,343 16
Southern Kansas Ry. of Texas.....	351,014 33			13,213,899 42
Texas & Gulf Ry.....	2,327 16		6,909 23	351,014 33
Wichita Union Terminal Ry.....			2,500 00	9,136 39
	\$ 25,866,624 42	\$ 5,700,110 05	\$ 1,243,040 47	\$ 32,808,774 94
Land Sales during Fiscal Year.....				240,000 00
				\$ 32,568,774 94

Credits in Italics.

GENERAL BALANCE SHEET—EXHIBIT C.  
INVESTMENTS—NEW ACQUISITIONS.

Expenditures to June 30, 1910, as shown in Annual Report.....		\$10,377,575 83
Transferred to Exhibit A:		
Gulf & Interstate Ry. of Texas.....		1,669,691 31
Transferred from "Other Investments":		
Ice Plant, San Bernardino.....	\$ 488,370 00	
Real Estate held for future use.....	1,660,708 53	
Tie and Timber Lands.....	445,474 39	
		2,594,552 92
		\$11,302,437 44
Expenditures during the Fiscal Year ending June 30, 1911:		
Grand Canyon Ry.....	\$ 27,111 94	
Santa Fe Land Improvement Co.:		
Chancellor-Cannfield Midway Oil Co.....	155,000 00	
Sunset Western Ry.....	33,289 94	
Ice Plant, San Bernardino.....	69,010 18	
Rails and Fastenings leased to various parties.....	187,278 77	
Real Estate held for future use.....	214,334 85	
Tie and Timber Lands.....	85,904 23	
	\$ 771,929 91	
Deductions:		
Santa Fe Land Improvement Co.:		
Santa Barbara Tie & Pole Co.....	\$29,348 42	
Texas Tie & Lumber Preserving Co.....	27,749 57	
Sunset R. R. ....	33,000 00	
	90,097 99	
		681,831 92
		11,984,269 36

GENERAL BALANCE SHEET—EXHIBIT D.  
CAPITAL STOCK JUNE 30, 1911.

	Issued.*	In Treasury.	Outstanding.
Common.....	\$168,475,000	\$44,500	\$168,430,500
Preferred.....	114,199,530	25,800	114,173,730
	\$282,674,530	\$70,300	\$282,604,230

\* Not including \$17,286,470 Preferred Stock placed in special trust for certain purposes by the Reorganization Committee and not yet used.

GENERAL BALANCE SHEET—EXHIBIT E.  
FUNDED DEBT JUNE 30, 1911.

Class of Bond.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage—				
Due October 1, 1995.....	4%	\$152,562,500	\$1,928,000	\$150,634,500
Adjustment Mortgage—				
Due July 1, 1995.....	4%	51,728,000	382,000	51,346,000
Convertible—				
Due June 1, 1955.....	4%	22,280,000	977,000	21,303,000
Convertible—				
Due June 1, 1960.....	4%	43,686,000		43,686,000
Convertible—				
Due June 1, 1917.....	5%	15,270,000		15,270,000
Transcontinental Short Line—				
Due July 1, 1958.....	4%	17,000,000		17,000,000
Serial Debenture—				
\$2,500,000, due February 1 of				
each year until 1914.....	4%	7,500,000	1,468,000	6,032,000
Eastern Oklahoma Division—				
Due March 1, 1928.....	4%	9,603,000		9,603,000
San Francisco & San Joaquin				
Valley Ry.—				
Due October 1, 1940.....	5%	6,000,000		6,000,000
Chicago & St. Louis Ry.—				
Due March 1, 1915.....	6%	1,500,000		1,500,000
Santa Fe, Prescott & Phoenix Ry.—				
Due September 1, 1942.....	5%	4,940,000		4,940,000
Miscellaneous Divisional.....		1,788,350	1,030	1,787,320
		\$333,857,850	\$4,756,030	\$329,101,820



OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1911 AND 1910.

	1911.	1910.
<b>OPERATING REVENUES.</b>		
FREIGHT.....	\$ 71,787,200 89	\$ 71,194,055 59
PASSENGER .....	27,204,867 66	25,437,181 98
MAIL, EXPRESS AND MISCELLANEOUS .....	8,573,047 07	8,361,957 10
TOTAL OPERATING REVENUES.....	\$107,565,115 62	\$104,993,194 67
<b>OPERATING EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Superintendence.....	\$ 1,059,601 59	\$ 1,004,798 87
Ballast.....	414,325 16	323,455 71
Ties.....	2,871,443 36	3,182,401 66
Rails.....	503,375 59	453,722 31
Other Track Material.....	655,730 79	1,570,607 59
Roadway and Track.....	6,651,001 45	6,425,121 29
Removal of Snow, Sand, and Ice.....	28,354 68	66,160 40
Tunnels.....	<i>41,039 54</i>	216,238 40
Bridges, Trestles, and Culverts.....	1,198,006 78	1,545,251 44
Over and Under Grade Crossings .....	29,788 55	18,328 68
Grade Crossings, Fences, Cattle Guards, and Signs.....	316,240 81	235,201 63
Snow and Sand Fences and Snow Sheds.....	1,544 09	2,359 69
Signals and Interlocking Plants.....	234,145 72	206,499 51
Telegraph and Telephone Lines.....	151,478 17	179,480 55
Buildings, Fixtures, and Grounds .....	1,655,635 31	1,942,982 24
Docks and Wharves.....	43,535 76	12,093 38
Roadway Tools and Supplies.....	303,501 90	341,315 84
Injuries to Persons.....	84,018 95	95,976 58
Stationery and Printing.....	25,496 87	24,413 68
Other Expenses.....	3,625 30	2,812 61
Maintaining Joint Tracks, Yards, and Other Facilities—Dr.....	214,868 95	209,563 43
Maintaining Joint Tracks, Yards, and Other Facilities—Cr.....	<i>344,893 34</i>	<i>251,649 29</i>
Total .....	\$16,059,786 90	\$17,807,136 20
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence.....	\$ 604,447 74	\$ 534,564 48
Steam Locomotives—Repairs.....	7,650,762 10	6,155,041 94
Steam Locomotives—Renewals.....	5,742 06	<i>2,346 14</i>
Steam Locomotives—Depreciation.....	810,054 39	748,432 33
Passenger-Train Cars—Repairs.....	1,374,878 69	1,440,726 12
Passenger-Train Cars—Renewals.....	7,430 16	<i>3,059 59</i>
Passenger-Train Cars—Depreciation.....	214,111 94	166,885 38
Freight-Train Cars—Repairs.....	3,945,344 90	4,696,670 49
Freight-Train Cars—Renewals.....	170,630 88	187,546 40
Freight-Train Cars—Depreciation.....	1,232,147 92	1,032,687 67
Floating Equipment—Repairs.....	64,323 05	66,360 11
Floating Equipment—Renewals .....	2,773 75	.....
Floating Equipment—Depreciation.....	23,077 65	20,169 02
Work Equipment—Repairs.....	108,294 00	125,140 10
Work Equipment—Renewals.....	8,765 70	5,083 71
Work Equipment—Depreciation .....	29,457 18	24,490 14
Shop Machinery and Tools.....	324,420 41	236,696 20
Injuries to Persons.....	50,915 26	63,423 72
Stationery and Printing.....	55,567 30	46,956 58
Other Expenses.....	16,405 54	3,413 41
Maintaining Joint Equipment at Terminals—Dr....	33,679 96	23,254 14
Maintaining Joint Equipment at Terminals—Cr....	<i>47,085 13</i>	<i>12,083 77</i>
Total .....	\$16,686,145 45	\$15,560,047 44

Credits in italics.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1911 AND 1910.—*Continued.*

	1911.	1910.
<b>TRAFFIC EXPENSES:</b>		
Superintendence .....	\$ 509,429 54	\$ 475,133 63
Outside Agencies .....	974,732 39	903,169 82
Advertising .....	422,088 33	415,768 38
Traffic Associations .....	41,730 67	55,955 09
Industrial and Immigration Bureaus .....	104,006 02	93,316 01
Stationery and Printing .....	197,657 75	170,117 89
Other Expenses .....	253 99	799 67
Total .....	\$ 2,249,898 69	\$ 2,114,260 49
<b>TRANSPORTATION EXPENSES:</b>		
Superintendence .....	\$ 951,781 18	\$ 855,410 69
Dispatching Trains .....	633,102 57	605,718 29
Station Employes .....	4,656,214 13	4,179,825 00
Weighing and Car-Service Associations .....	82,297 40	70,932 12
Station Supplies and Expenses .....	469,044 80	432,472 20
Yard Masters and their Clerks .....	331,608 25	320,199 46
Yard Conductors and Brakemen .....	1,236,987 95	1,168,313 53
Yard Switch and Signal Tenders .....	47,701 21	42,256 24
Yard Supplies and Expenses .....	11,541 71	10,642 93
Yard Enginemen .....	702,950 17	666,332 68
Enginehouse Expenses—Yard .....	241,941 52	206,462 81
Fuel for Yard Locomotives .....	761,599 45	780,895 75
Water for Yard Locomotives .....	79,875 97	73,723 07
Lubricants for Yard Locomotives .....	15,695 39	15,408 29
Other Supplies for Yard Locomotives .....	10,329 29	13,633 57
Operating Joint Yards and Terminals—Dr. ....	494,998 92	471,821 29
Operating Joint Yards and Terminals—Cr. ....	<i>330,482 69</i>	<i>200,666 69</i>
Road Enginemen .....	4,234,402 83	3,979,716 90
Enginehouse Expenses—Road .....	1,481,098 44	1,299,040 42
Fuel for Road Locomotives .....	7,211,470 79	7,393,237 01
Water for Road Locomotives .....	803,023 64	662,199 06
Lubricants for Road Locomotives .....	165,076 12	157,763 50
Other Supplies for Road Locomotives .....	90,175 89	100,875 18
Road Trainmen .....	4,186,715 39	4,046,486 02
Train Supplies and Expenses .....	1,409,231 52	1,319,492 22
Interlockers, Block and other Signals—Operation...	105,682 89	92,093 19
Crossing Flagmen and Gatemen .....	80,761 95	70,123 90
Drawbridge Operation .....	14,451 22	12,326 56
Clearing Wrecks .....	117,083 49	147,441 51
Telegraph and Telephone—Operation .....	325,518 15	316,671 40
Operating Floating Equipment .....	133,445 17	116,732 53
Stationery and Printing .....	270,404 12	248,461 91
Other Expenses .....	75,918 37	59,772 45
Loss and Damage—Freight .....	1,091,435 86	1,141,014 30
Loss and Damage—Baggage .....	4,960 19	23,679 50
Damage to Property .....	123,947 74	195,399 63
Damage to Stock on Right of Way .....	145,177 04	150,734 06
Injuries to Persons .....	845,032 99	658,454 62
Operating Joint Tracks and Facilities—Dr. ....	106,546 99	110,231 59
Operating Joint Tracks and Facilities—Cr. ....	<i>235,227 92</i>	<i>193,503 46</i>
Total .....	\$33,183,520 09	\$31,821,825 23

Credits in Italics.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1911 AND 1910.—*Continued.*

	1911.	1910.
<b>GENERAL EXPENSES:</b>		
Salaries and Expenses of General Officers.....	\$ 271,546 18	\$ 408,424 20
Salaries and Expenses of Clerks and Attendants....	1,062,441 25	948,753 85
General Office Supplies and Expenses.....	74,700 29	82,220 55
Law Expenses.....	360,116 76	365,991 36
Insurance.....	344,683 84	307,609 46
Pensions.....	51,884 87	42,801 52
Stationery and Printing.....	158,534 50	146,899 55
Other Expenses.....	255,277 57	148,246 52
General Administration Joint Tracks, Yards, and Terminals—Dr.....	12,866 02	9,877 09
General Administration Joint Tracks, Yards, and Terminals—Cr.....	3,150 84	2,273 53
Total.....	\$ 2,588,900 44	\$ 2,458,550 52
<b>TOTAL OPERATING EXPENSES.....</b>	<b>\$70,768,251 57</b>	<b>\$ 69,761,819 88</b>
<b>NET OPERATING REVENUE.....</b>	<b>\$36,796,864 05</b>	<b>\$ 35,231,374 79</b>

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR  
ENDING JUNE 30, 1911.

Engineering.....	\$ 68,110 42
Right of Way and Station Grounds.....	91,953 97
Real Estate.....	40,093 30
Grading.....	3,716,169 62
Tunnels.....	258,992 26
Bridges, Trestles, and Culverts.....	1,530,183 70
Ties.....	627,474 54
Rails.....	812,889 56
Frogs and Switches.....	113,191 76
Track Fastenings and Other Material.....	924,726 04
Ballast.....	958,740 02
Track Laying and Surfacing.....	911,961 10
Fencing Right of Way.....	50,323 14
Crossings and Signs.....	38,620 12
Interlocking and Other Signal Apparatus.....	318,530 24
Telegraph and Telephone Lines.....	215,087 09
Station Buildings and Fixtures.....	698,832 53
General Office Buildings and Fixtures.....	323,516 27
Shops, Enginehouses and Turntables.....	467,247 46
Shop Machinery and Tools.....	179,673 01
Water Stations.....	366,118 25
Fuel Stations.....	29,587 07
Grain Elevators.....	19,202 28
Dock and Wharf Property.....	372,344 16
Miscellaneous Structures.....	40,998 93
Injuries to Persons.....	35 84
Steam Locomotives.....	2,602,013 72
Passenger-Train Cars.....	1,306,530 86
Freight-Train Cars.....	9,004,954 56
Work Equipment.....	160,140 29
Floating Equipment.....	363,070 63
Total.....	\$ 25,866,624 42

Credits in italics.



EXPENDITURES FOR CONSTRUCTION DURING THE YEAR ENDING  
JUNE 30, 1911.

Engineering.....	\$ 138,448 06
Right of Way and Station Grounds.....	104,823 56
Real Estate .....	<i>40,601 81</i>
Grading.....	1,036,852 57
Bridges, Trestles and Culverts.....	974,513 95
Ties.....	740,741 98
Rails.....	737,256 17
Frogs and Switches.....	29,483 12
Track Fastenings and Other Material.....	385,335 61
Ballast .....	188,604 43
Track Laying and Surfacing .....	540,576 47
Roadway Tools.....	3,519 12
Fencing Right of Way.....	113,165 45
Crossings and Signs.....	25,046 75
Interlocking and Other Signal Apparatus.....	47,947 90
Telegraph and Telephone Lines.....	53,427 42
Station Buildings and Fixtures.....	167,527 54
Shops, Enginehouses and Turntables.....	127,025 20
Shop Machinery and Tools.....	20,768 82
Water Stations.....	224,657 38
Fuel Stations... ..	21,071 18
Miscellaneous Structures.....	33,807 86
Transportation of Men and Material.....	1,856 32
Rent of Equipment .....	76,177 57
Repairs of Equipment.....	43,787 50
Earnings and Operating Expenses during Construction...	<i>15,764 37</i>
Injuries to Persons.....	14,014 07
Steam Locomotives.....	<i>3,604 19</i>
Passenger-Train Cars.....	<i>551 14</i>
Freight-Train Cars.....	673 80
Work Equipment.....	<i>1,010 03</i>
Law Expenses.....	979 94
Stationery and Printing.....	640 94
Insurance.....	2,203 43
Taxes.....	1,818 39
Other Expenditures.....	<i>95,110 86</i>
Total.....	\$5,700,110 05

Credits in italics.

COMPARISON BY MONTHS OF OPERATING REVENUES, OPERATING EXPENSES AND NET  
OPERATING REVENUE FOR FISCAL YEARS ENDING JUNE 30, 1911 AND 1910.

		July.	August.	September.	October.	November.	December.	
Operating Revenues	1910	\$8,021,539 51	\$9,069,359 19	\$9,068,440 92	\$9,981,805 40	\$9,983,068 11	\$9,602,112 73	
	1909	7,742,271 81	8,959,839 32	8,732,775 84	9,444,348 91	9,628,529 16	8,389,776 09	
Operating Expenses	1910	\$5,255,039 13	\$5,554,448 28	\$5,613,665 87	\$6,169,157 03	\$6,210,897 58	\$6,397,923 77	
	1909	5,028,659 61	5,212,784 63	5,445,957 27	5,856,849 33	6,010,255 30	6,025,365 67	
Net Operating Revenue	1910	\$2,766,500 38	\$3,514,910 91	\$3,454,775 05	\$3,762,648 37	\$3,772,170 53	\$3,204,188 96	
	1909	2,713,612 20	3,747,054 69	3,286,818 57	3,587,499 58	3,618,273 86	2,364,410 42	
	Inc.	\$ 52,888 18	.....	\$ 167,956 48	\$ 175,148 79	\$ 153,896 67	\$ 839,778 54	
	Dec.	.....	\$ 232,143 78	.....	.....	.....	.....	

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Operating Revenues	1911	\$8,523,246 01	\$8,060,818 38	\$9,267,520 62	\$8,907,747 96	\$8,783,036 71	\$8,341,420 08	\$107,565,115 62
	1910	7,983,360 31	7,920,698 57	9,254,450 16	9,386,630 86	9,091,483 62	8,459,030 02	104,993,194 67
Operating Expenses	1911	\$6,211,530 43	\$5,770,633 19	\$6,173,196 28	\$5,972,361 12	\$6,013,694 12	\$5,425,704 77	\$ 70,768,251 57
	1910	6,214,472 31	5,675,091 50	6,245,750 41	6,682,361 16	6,336,902 71	5,027,369 98	69,761,819 88
Net Operating Revenue.	1911	\$2,311,715 58	\$2,290,185 19	\$3,094,324 34	\$2,935,386 84	\$2,769,342 59	\$2,915,715 31	\$ 36,796,864 05
	1910	1,768,888 00	2,245,607 07	3,008,699 75	2,704,269 70	2,754,580 91	3,431,660 04	35,231,374 79
	Inc.	\$ 542,827 58	\$ 44,578 12	\$ 85,624 59	\$ 231,117 14	\$ 14,761 68	.....	\$ 1,565,489 26
	Dec.	.....	.....	.....	.....	.....	\$ 515,944 73	.....

## TRAFFIC MOVEMENT OF THE SYSTEM.

COMPARATIVE STATEMENT FOR YEARS ENDING JUNE 30, 1911 AND 1910.

	1911.	1910.
<b>FREIGHT :</b>		
Freight Revenue.....	\$71,787,200 89	\$71,194,055 59
Number of Tons of Revenue Freight Carried.....	20,093,719	19,448,590
Number of Tons of Revenue Freight Carried One Mile.....	6,981,467,570	7,012,896,589
Number of Tons of Company Freight Carried One Mile.....	2,014,596,916	2,225,742,851
Average Distance per Ton—Revenue Freight—Miles.....	347.45	360.59
Average Revenue per Ton—Revenue Freight.....	\$3 57	\$3 66
Average Revenue per Ton per Mile—Revenue Freight—in Cents.....	1.028	1.015
Average Tons of Freight (Revenue and Company) per Loaded Car Mile.....	18.92	19.08
Average Tons of Freight (Revenue and Company) per Freight-Train Mile...	400.35	388.80
Average Freight Revenue per Freight-Train Mile.....	\$3 19	\$3 00
<b>PASSENGER :</b>		
Passenger Revenue .....	\$27,204,867 66	\$25,437,181 98
Number of Passengers Carried.....	14,101,076	13,675,343
Number of Passengers Carried One Mile.....	1,269,076,390	1,236,975,839
Average Distance per Passenger—Miles.....	90.00	90.45
Average Revenue per Passenger.....	\$1 93	\$1 86
Average Revenue per Passenger per Mile—in Cents.....	2.144	2.056
Average Passenger Revenue per Passenger-Train Mile .....	\$1 21	\$1 21
Passenger-Train Revenue.....	\$33,973,353 72	\$32,013,919 42
Average Passenger-Train Revenue per Passenger-Train Mile .....	\$1 51	\$1 53

Passenger-Train Revenue consists of the sum of Interstate Commerce Commission Operating Revenue Accounts Nos. 2 to 8 inclusive.

The averages per train mile are determined in accordance with the Interstate Commerce Commission formula, which provides that the entire mixed train mileage shall be added to the freight-train mileage in determining the averages per freight-train mile, and that the same mileage shall also be added to the passenger-train mileage in determining the averages per passenger-train mile.



CLASSIFICATION OF REVENUE FREIGHT TONNAGE FOR YEARS ENDING  
JUNE 30, 1911 AND 1910.

	1911.		1910.	
	Tons.	%	Tons.	%
<b>PRODUCTS OF AGRICULTURE:</b>				
Corn.....	602,391		534,146	
Wheat.....	585,031		471,688	
Other Grain.....	319,227		264,269	
Total Grain.....	1,506,649	7.50	1,270,103	6.58
Flour.....	538,813		521,542	
Other Mill Products.....	273,693		271,539	
Hay, Straw and Broom Corn.....	502,489		414,517	
Cotton.....	177,623		136,108	
Cotton Seed and its Products.....	256,536		174,030	
Fruit and Vegetables.....	1,130,431		1,117,955	
Other Products of Agriculture.....	101,646		116,670	
Total Products of Agriculture.....	4,487,885	22.33	4,022,464	20.68
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	1,179,389		1,063,547	
Dressed Meats.....	60,825		65,144	
Other Packing-House Products.....	66,183		69,252	
Poultry, Game, and Fish.....	44,109		39,918	
Wool.....	20,278		14,605	
Hides and Leather.....	12,134		11,551	
Other Products of Animals.....	172,535		119,358	
Total Products of Animals.....	1,555,453	7.74	1,383,375	7.11
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	38,507		33,837	
Bituminous Coal.....	2,499,932		2,510,919	
Coke.....	217,583		345,434	
Ore and Bullion.....	517,550		430,446	
Stone and Sand.....	1,407,362		1,446,163	
Salt.....	125,420		101,215	
Other Products of Mines.....	891,584		827,057	
Total Products of Mines.....	5,697,938	28.36	5,695,071	29.28
<b>PRODUCTS OF FORESTS:</b>				
Lumber.....	1,569,757		1,672,850	
Other Products of Forests.....	663,200		690,932	
Total Products of Forests.....	2,232,957	11.11	2,363,782	12.16
<b>MANUFACTURES:</b>				
Petroleum and Other Oils.....	377,494		290,403	
Sugar.....	108,127		127,819	
Iron—Pig, Bloom, and Scrap.....	30,143		44,990	
Iron and Steel Rails.....	64,990		61,176	
Other Castings and Machinery.....	323,271		353,419	
Bar and Sheet Metal.....	116,631		138,529	
Cement, Brick, and Lime.....	1,361,989		1,376,343	
Agricultural Implements.....	60,230		65,658	
Wagons, Carriages, Tools, etc. ....	45,761		44,979	
Wines, Liquors, and Beers.....	119,954		113,473	
Household Goods and Furniture.....	163,221		163,081	
Other Manufactures.....	752,011		781,767	
Total Manufactures.....	3,523,822	17.54	3,561,637	18.31
<b>Miscellaneous—Other Commodities not mentioned above.....</b>	160,376	.80	131,942	.68
Total Carload Tonnage.....	17,658,431	87.88	17,158,271	88.22
Merchandise—L. C. L. Tonnage.....	1,377,156	6.85	1,348,447	6.94
Revenue Company Material—Inter System	1,058,132	5.27	941,872	4.84
Total Revenue Tonnage.....	20,093,719	100.00	19,448,590	100.00

## LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1911 AND 1910.

	1911.	1910.
<b>MILEAGE:</b>		
Freight .....	23,159,291	24,244,046
Passenger .....	21,830,009	20,107,838
Mixed .....	2,364,545	2,426,927
Special .....	104,157	100,994
Work .....	2,707,899	2,690,308
Switching .....	7,267,019	7,467,974
Total .....	57,432,920	57,038,087
Miles run by Coal Burners .....	33,173,911	36,944,402
Miles run by Oil Burners .....	24,259,009	20,093,685
<b>CONSUMPTION OF FUEL AND STORES:</b>		
Waste (pounds) .....	349,839	391,450
Oil, all kinds (pints) .....	5,865,322	6,193,295
Oil, lubricating (pints) .....	4,407,160	4,278,574
Coal (tons) .....	2,545,865	2,736,865
Fuel Oil (tons) .....	1,075,040	939,470
Wood (cords) .....	7.902	12.465
<b>COST OF MAINTENANCE, SERVICE AND SUPPLIES:</b>		
Repairs .....	\$ 7,643,687 41	\$ 6,150,803 57
Renewals and Depreciation .....	815,796 45	746,086 19
Wages of Engineers, Firemen and Enginehouse Employes .....	6,971,468 47	6,470,649 86
Lubricants .....	186,695 28	180,602 94
Other Supplies .....	105,722 75	121,716 75
Coal .....	4,107,221 63	4,480,816 37
Fuel Oil .....	4,129,723 23	3,959,746 05
Wood .....	21,607 60	28,165 77
Total .....	\$23,981,922 82	\$22,138,592 50
<b>COST PER MILE RUN—IN CENTS:</b>		
For Repairs .....	13.31	10.78
For Renewals and Depreciation .....	1.42	1.31
For Engineers, Firemen and Enginehouse Employes .....	12.14	11.34
For Lubricants .....	.33	.32
For Other Supplies .....	.18	.21
For Fuel—Coal and Wood .....	12.45 } Av'r'ge	12.20 } Av'r'ge
For Fuel—Oil .....	17.02 } 14.33	19.71 } 14.85
Total .....	41.76	38.81
<b>MILES RUN:</b>		
To One Ton of Coal .....	13.03	13.50
To One Ton of Fuel Oil .....	22.57	21.39
To One Pint of Oil, all kinds .....	9.79	9.21
To One Pint of Oil, lubricating .....	13.03	13.33
<b>AVERAGE COST OF FUEL:</b>		
Coal, per Ton .....	\$1.61	\$1.64
Fuel Oil, per Ton .....	3.84	4.21
Wood, per Cord .....	2.73	2.26

The amounts shown for Repairs, Renewals and Depreciation, cover only direct charges to these accounts while the average maintenance charges shown on page 11 include a proportion of unlocated expenditures for maintenance of equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses and Maintenance of Joint Equipment at Terminals.

## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1911 AND 1910.

	1911.	1910.
<b>REVENUE TRAIN MILEAGE :</b>		
Freight.....	20,154,828	21,386,945
Passenger.....	20,180,859	18,611,595
Mixed.....	2,315,643	2,375,271
Special.....	97,802	89,423
Total.....	42,749,132	42,463,234
<b>REVENUE CAR MILEAGE :</b>		
Freight Cars in Freight Service.....	678,549,494	687,513,174
Passenger Cars in Passenger Service.....	131,854,589	125,679,372
Total.....	810,404,083	813,192,546
<b>REVENUE FREIGHT CAR MILEAGE SUBDIVIDED :</b>		
Loaded :		
East or North.....	236,270,168	227,902,715
West or South.....	239,088,118	256,330,949
Total.....	475,358,286	484,233,664
Empty .		
East or North.....	98,997,805	111,195,631
West or South.....	104,193,403	92,083,879
Total.....	203,191,208	203,279,510
<b>NON-REVENUE TRAIN MILEAGE :</b>		
Work and Supply.....	2,620,572	2,343,799
Passenger.....	136,751	111,608
Total.....	2,757,323	2,455,407



## EQUIPMENT IN SERVICE, JUNE 30, 1911.

Description.	Number.
LOCOMOTIVES .....	1,997
PASSENGER-TRAIN CARS:	
Air-Brake Instruction .....	2
Baggage and Express .....	286
Business .....	44
Cafe—Observation .....	8
Chair .....	185
Coach—First Class .....	425
Coach—Second Class .....	25
Coach, Baggage, and Express .....	69
Coach and Mail .....	11
Coach, Mail, Baggage, and Express .....	25
Composite .....	23
Dining .....	26
Express—Horse .....	22
Mail .....	58
Mail, Baggage, and Express .....	126
Motor Coach .....	5
Parlor .....	9
Smoking .....	126
TOTAL PASSENGER-TRAIN CARS .....	1,475
FREIGHT-TRAIN CARS:	
Ballast .....	3,457
Beer .....	14
Box .....	26,796
Caboose .....	803
Coal .....	8,604
Flat .....	3,905
Furniture .....	2,612
Refrigerator .....	7,797
Stock .....	3,386
Stock and Coke (Combination) .....	4,431
Tank—Oil .....	2,122
Tank—Water .....	96
TOTAL FREIGHT-TRAIN CARS .....	64,023
WORK EQUIPMENT:	
Ballast Spreader .....	16
Ballast Unloader .....	14
Boarding and Bunk .....	400
Derrick .....	32
Pile Driver .....	25
Plow .....	16
Shop and Supply .....	46
Steam Shovel .....	20
Tool .....	21
Special Service .....	36
TOTAL WORK EQUIPMENT .....	626
TOTAL CARS .....	66,124
FLOATING EQUIPMENT:	
Steam and Ferry Boats .....	3
River Steamers .....	1
Tugs .....	4
Car Floats .....	5
TOTAL FLOATING EQUIPMENT .....	13

The above statement includes 4 Locomotives, 3 Freight-Train Cars, 1 Tug and 1 Car Float of the Gulf and Interstate Ry. of Texas; also 2 Locomotives and 1 Passenger-Train Car of the Concho, San Saba and Llano Valley R. R.; operated as System Lines since July 1, 1910.

Statement showing number of locomotives of each class owned June 30, 1910, number sold or broken up and number added during the year and total number of each class owned and average weight of same as of June 30, 1911.

Type.	Class.	† Owned June 30, 1910.	Sold or Broken Up.	* Added	Changes in Class.	Owned June 30, 1911.	Average Total Weight Locomotives (Tons).	Average Weight on Drivers (Tons).
Switch.....	Simple.....	147	4	1	.....	144	58.11	58.11
Eight Wheel...	Simple.....	238	2	6	.....	242	47.01	30.92
Mogul.....	Simple.....	23	1	.....	.....	22	69.96	59.09
Mogul.....	Compound.....	35	...	.....	.....	35	82.00	67.51
Ten Wheel....	Simple.....	427	...	.....	+ 5	432	64.76	49.79
Ten Wheel ....	Compound.....	6	...	.....	— 5	1	72.50	54.50
Twelve Wheel.	Simple.....	6	...	.....	.....	6	64.67	52.17
Consolidation..	Simple.....	329	4	.....	+14	339	78.57	69.43
Consolidation..	Compound.....	54	...	.....	—14	40	94.62	87.05
Pacific.....	Simple.....	53	...	12	.....	65	113.76	74.00
Pacific.....	Balanced Compound..	41	...	.....	.....	41	113.35	75.95
Prairie.....	Simple.....	6	...	.....	.....	6	105.08	70.84
Prairie... ..	Compound.....	139	2	.....	.....	137	104.57	67.75
Prairie.....	Balanced Compound..	88	...	.....	.....	88	124.11	87.55
Atlantic.....	Balanced Compound..	149	...	23	.....	172	103.26	53.85
Decapod.... .	Compound.....	3	...	.....	.....	3	131.00	117.00
Mikado .....	Simple.....	15	...	.....	.....	15	131.70	100.15
Santa Fe.....	Simple.....	3	...	.....	.....	3	141.90	115.70
Santa Fe.....	Compound.....	157	9	.....	.....	148	143.62	117.29
Mallet.....	Compound.....	4	...	54	.....	58	208.69	176.44
Total .....	.....	1,933	22	96	.....	1,997	87.52	66.49

\* Includes four locomotives of the Gulf & Interstate Ry. of Texas and two locomotives of the Concho, San Saba & Llano Valley R. R. operated as System lines since July 1, 1910.

† In the last annual report the number of Prairie Compound locomotives erroneously included 32 Prairie Balanced Compound; this error in classification has been adjusted in the number of each of these two classes shown above as "Owned June 30, 1910."

NOTE.—The average tractive power per engine June 30, 1911, was 30.824 as against 29.803 June 30, 1910, being an increase of 3.43 per cent.

## MAIN-TRACK MILEAGE.

June 30, 1911.

	Oper- ated.	Owned.
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY:</b>		
Dearborn Station to Stewart Avenue.....	1.43	.....
Stewart Avenue to Crawford Avenue.....	5.00	5.00
Crawford Avenue to Ancona, Ill. ....	88.99	88.99
Ancona, Ill., to Streator Junction, Ill. ....	30.73	30.73
Streator Junction, Ill., to Pekin Junction, Ill. ....	5.91	.....
Pekin Junction, Ill., to Pekin, Ill. ....	21.33	21.33
Ancona, Ill., to Big Blue Junction, Mo. ....	350.51	350.51
Big Blue Junction, Mo., to Kansas City, Mo. ....	6.60	.....
North Lexington, Mo., to St. Joseph, Mo. ....	76.38	76.38
St. Joseph, Mo., to Atchison, Kas. ....	20.35	.09
Atchison, Kas., to Kansas-Colorado Line.....	470.53	470.53
Kansas City, Mo., to Topeka, Kas. ....	66.04	65.85
Holliday, Kas., to Oklahoma-Texas Line.....	443.46	443.46
Hawthorne, Kas., to Wilder, Kas. ....	45.41	45.41
Lawrence, Kas., to Ottawa, Kas. ....	27.19	27.19
North Ottawa, Kas., to Emporia, Kas. ....	54.31	54.31
Quenemo, Kas., to Osage City, Kas. ....	19.42	19.42
Burlingame, Kas., to Alma, Kas. ....	34.30	34.30
Burlington Junction, Kas., to Burlington, Kas. ....	41.47	41.47
Burlington, Kas., to Gridley, Kas. ....	10.89	10.89
Colony, Kas., to Yates Center, Kas. ....	24.71	24.71
Chanute, Kas., to Chicopee, Kas. ....	57.04	57.04
Chanute, Kas., to Longton, Kas. ....	44.18	44.18
Benedict, Kas., to Madison Junction, Kas. ....	40.57	40.57
Cherryvale, Kas., to Coffeyville, Kas. ....	17.98	17.98
Independence, Kas., to Cedar Vale, Kas. ....	54.79	54.79
Havana, Kas., to Caney, Kas. ....	5.44	5.44
Caney, Kas., to Kansas-Oklahoma Line.....	1.35	.....
Kansas-Oklahoma Line to Tulsa, Okla. ....	67.88	67.13
Emporia, Kas., to Moline, Kas. ....	83.23	83.23
Florence, Kas., to Winfield, Kas. ....	72.73	72.73
Strong City, Kas., to Bazar, Kas. ....	11.68	11.68
Neva, Kas., to Kansas-Nebraska Line.....	151.83	151.83
Kansas-Nebraska Line to Superior, Neb. ....	2.53	.....
Ablene, Kas., to Sallma, Kas. ....	22.56	22.56
Manchester, Kas., to Barnard, Kas. ....	43.56	43.56
Florence, Kas., to Ellinwood, Kas. ....	98.21	98.21
Little River, Kas., to Holyrood, Kas. ....	26.30	26.30
Newton, Kas., to Arkansas City, Kas. ....	78.18	78.18
Augusta, Kas., to Englewood, Kas. ....	187.21	187.21
Mulvane, Kas., to Caldwell, Kas. ....	37.30	37.30
Wichita, Kas., to Pratt, Kas. ....	79.72	79.72
Arkansas City, Kas., to Purcell, Okla. ....	154.46	154.46
Newkirk, Okla., to Pauls Valley, Okla. ....	183.67	183.67
Guthrie Junction, Okla., to Cushing, Okla. ....	47.87	47.87
Guthrie, Okla., to Kiowa, Kas. ....	116.32	113.35
Ripley, Okla., to Esau, Okla. ....	40.42	40.42
Seward, Okla., to Cashion, Okla. ....	.....	10.61
Pauls Valley, Okla., to Lindsay, Okla. ....	24.18	24.18
Davis, Okla., to Sulphur, Okla. ....	9.25	9.25
Kiowa, Kas., to Belvidere, Kas. ....	49.40	49.40
Atlica, Kas., to Medicine Lodge, Kas. ....	21.01	21.01
Wellington, Kas., to Hunnswell, Kas. ....	18.32	18.32
Hunnswell, Kas., to Braman, Okla. ....	9.08	9.08
Braman, Okla., to Tonkawa, Okla. ....	15.94	15.94
Hutchinson, Kas., to Ponca City, Okla. ....	141.36	141.36
Hutchinson, Kas., to Kinsley, Kas. ....	84.24	84.24
Great Bend, Kas., to Scott City, Kas. ....	120.07	120.07
Larned, Kas., to Jetmore, Kas. ....	46.23	46.23
Kansas-Colorado Line to Cañon Junction, Colo. ....	150.21	150.21
Cañon Junction, Colo., to Denver, Colo. ....	116.72	116.50
Cañon Junction, Colo., to Rockvale, Colo. ....	35.86	35.86
Clelland, Colo., to Cañon City, Colo. ....	7.24	7.24
Holly, Colo., to Rocky Ford, Colo. ....	95.10	95.10
Lamar, Colo., to Kornman, Colo. ....	4.37	4.37
Las Animas, Colo., to Waveland, Colo. ....	2.26	2.26
Swink, Colo., to Shelton, Colo. ....	4.62	4.62
La Junta, Colo., to Colorado-New Mexico Line.....	96.09	96.09
Colorado-New Mexico Line to San Marcial, N. M. ....	353.55	353.55
Las Vegas, N. M., to Hot Springs, N. M. ....	9.01	9.01
Lamy, N. M., to Santa Fe, N. M. ....	18.13	18.13
Belen Junction, N. M., to Clovis, N. M. ....	240.80	.....
<i>Forward.</i> .....	5,244.51	4,972.71

MAIN-TRACK MILEAGE.  
JUNE 30, 1911—Continued.

	Oper- ated.	Owned.
<i>Brought Forward</i> .....	5,244.51	4,972.71
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Socorro, N. M., to Magdalena, N. M. ....	27.39	27.39
San Marcel, N. M., to Deming, N. M. ....	128.03	128.03
Rincon, N. M., to New Mexico-Texas Line.....	56.36	56.36
Nutt, N. M., to Lake Valley, N. M. ....	13.52	13.52
Deming, N. M., to Silver City, N. M. ....	46.50	46.50
Whitewater, N. M., to San Jose, N. M. ....	14.52	14.52
San Jose, N. M., to Santa Rita, N. M. ....	3.40	3.40
Hanover, N. M., to Fierro, N. M. ....	6.18	6.18
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—COAST LINES:</b>		
Belen, N. M., to Rio Puerco, N. M. ....	17.82	.....
Sandia, N. M., to Dalies, N. M. ....	3.52	.....
Isleta, N. M., to Needles, Cal. ....	562.87	562.87
Needles, Cal., to Mojave, Cal. ....	242.19	.....
Mojave, Cal., to Kern Junction, Cal. ....	67.01	.....
Kern Junction, Cal., to Ferry Point, Cal. ....	306.48	306.48
Corcoran Junction, Cal., to Junction, Cal. ....	68.23	68.23
Laton, Cal., to Lanare, Cal. ....	15.52	.....
Barstow, Cal., to Temecula, Cal. ....	132.51	132.51
Fallbrook, Cal., to National City, Cal. ....	66.94	66.94
San Bernardino, Cal., to Los Angeles, Cal. ....	59.97	59.97
Los Angeles, Cal., to Los Angeles Junction, Cal. ....	83.02	83.02
Highgrove, Cal., to Orange, Cal. ....	40.65	40.65
Richfield, Cal., to Ollinda, Cal. ....	4.26	4.26
Casa Blanca, Cal., to Prenda, Cal. ....	2.04	2.04
Escondido Junction, Cal., to Escondido, Cal. ....	21.30	21.30
Perris, Cal., to San Jacinto, Cal. ....	19.44	19.44
San Bernardino, Cal., to Mentone, Cal. ....	12.51	12.51
Highland Junction, Cal., to Mentone, Cal. ....	12.83	12.83
Redondo Junction, Cal., to Inglewood, Cal. ....	9.82	9.82
Inglewood, Cal., to Redondo, Cal. ....	10.77	10.77
Elsinore Junction, Cal., to Alberhill, Cal. ....	7.76	7.76
<i>Arizona &amp; California Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
End of track East of Colorado River Bridge, to Cadiz, Cal. ....	83.47	83.47
<i>Barnwell &amp; Searchlight Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Barnwell, Cal., to Searchlight, Nev. ....	23.22	23.22
<i>California Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Goffs, Cal., to Ivanpah, Cal. ....	45.21	45.21
<i>Fresno County Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Reedley, Cal., to Wattoke, Cal. ....	6.24	6.24
<i>Fullerton &amp; Richfield Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Fullerton, Cal., to Richfield, Cal. ....	5.10	5.10
<i>Kings River Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Wattoke, Cal., to Piedra, Cal. ....	10.70	10.70
<i>Oakdale Western Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Riverbank, Cal., to Oakdale, Cal. ....	6.30	6.30
<i>Oakland &amp; East Side Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Richmond, Cal., to Oakland, Cal. ....	11.32	11.32
<i>Randsburg Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kramer, Cal., to Johannesburg, Cal. ....	28.64	28.64
<i>Western Arizona Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
McConnico, Ariz., to Chloride, Ariz. ....	21.57	21.57
Total Atchison, Topeka & Santa Fe Railway Lines.....	7,549.69	6,931.83



MAIN TRACK MILEAGE.  
June 30, 1911.—Continued.

	Oper- ated.	Owued.
<b>RIO GRANDE &amp; EL PASO RAILROAD:</b>		
New Mexico-Texas Line to El Paso, Texas.....	20.21	20.21
<b>GULF, COLORADO &amp; SANTA FE RAILWAY:</b>		
Galveston, Texas, to Purcell, Okla.....	518.67	518.67
Alvin, Texas, to Houston, Texas.....	25.66	25.66
Somerville, Texas, to Silsbee, Texas.....	152.57	152.57
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.03	228.03
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Coleman Junction, Texas, to Coleman, Texas.....	6.28	6.28
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.76	152.76
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
Wolfe City, Texas, to Sherman, Texas.....	38.70	.....
McGregor, Texas, to Waco, Texas.....	19.30	.....
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt R. R. at Sealy, Texas.....	.08	.08
End of track, Cane Belt R. R., to Depot, Eagle Lake, Texas..	.17	.....
<i>Gulf, Beaumont &amp; Kansas City Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Beaumont, Texas, to Rogan, Texas.....	62.62	62.62
<i>Gulf, Beaumont &amp; Great Northern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Rogan, Texas, to Center, Texas.....	77.78	77.78
<i>Cane Belt Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Sealy, Texas, to Matagorda, Texas.....	90.65	107.84
Eagle Lake Junction, Texas, to end of track, Cane Belt R. R., Eagle Lake, Texas.....	.45	
Raynor Junction, Texas, to Bonus, Texas.....	13.77	
Boedeker, Texas, to Garwood, Texas.....	2.97	
<i>Jasper &amp; Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kirbyville, Texas, to Oakdale, La.....	81.40	81.40
Total Gulf, Colorado & Santa Fe Railway.....	1,537.48	1,479.31
<b>EASTERN RAILWAY OF NEW MEXICO:</b>		
Texas-New Mexico Line North to Texas-New Mexico Line South .....	225.21	227.33
Clovis Junction, N. M., to Belen, N. M.....	.....	233.08
Belen, N. M., to Rio Puerco, N. M.....	.....	17.82
Sandia, N. M., to Dalles, N. M.....	.....	3.52
Total Eastern Railway of New Mexico.....	225.21	486.75
<b>PECOS &amp; NORTHERN TEXAS RAILWAY:</b>		
Amarillo, Texas, to Texas-New Mexico Line.....	94.93	94.93
Canyon City Junction, Texas, to Lubbock Junction, Texas..	102.56	102.56
Plainview Junction, Texas, to Floydada, Texas.....	26.75	26.75
Lubbock Junction, Texas, to Slaton Junction, Texas.....	17.56	17.56
Slaton Junction, Texas, to Lamesa, Texas.....	54.32	54.32
Total Pecos & Northern Texas Railway.....	296.12	296.12
<b>PECOS RIVER RAILROAD:</b>		
Texas-New Mexico Line to Pecos, Texas.....	54.24	54.24

## SANTA FE RAILWAY COMPANY.

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MAIN-TRACK MILEAGE.  
June 30, 1911.—Continued.

	Oper- ated.	Owued.
SANTA FE, PRESCOTT & PHOENIX RAILWAY:		
Ash Fork, Ariz., to Phoenix, Ariz.....	195.35	195.35
Arizona & California Railway (stock owned by The A. T. & S. F. Ry. Co.):		
A. & C. Junction, Ariz., to end of track East of Colorado River Bridge.....	106.84	106.84
Bradshaw Mountain Railroad (stock owned by The A. T. & S. F. Ry. Co.):		
Poland Junction, Ariz., to Poland, Ariz.....	7.95	7.95
Mayer, Ariz., to Crown King, Ariz.....	27.70	27.70
Prescott & Eastern Railroad (stock owned by S. F. P. & P. Ry. Co.):		
Prescott & Eastern Junction, Ariz., to Mayer, Ariz.....	26.40	26.40
Total Santa Fe, Prescott & Phoenix Railway.....	364.24	364.24
SOUTHERN KANSAS RAILWAY OF TEXAS:		
Oklahoma-Texas Line to Amarillo, Texas.....	124.92	124.92
TEXAS & GULF RAILWAY:		
Longview, Texas, to Carthage, Texas.....	36.32	36.32
Carthage, Texas, to Timpson, Texas.....	19.45	18.82
Timpson, Texas, to Grigsby, Texas.....	18.41	18.41
Center, Texas, to Gary, Texas.....	21.96	21.31
Total Texas & Gulf Railway.....	96.14	94.86
GULF & INTERSTATE RAILWAY OF TEXAS:		
Port Bolivar, Texas, to Beaumont, Texas.....	71.97	70.88
CONCHO, SAN SABA & LLANO VALLEY RAILROAD:		
Miles, Texas, to Paint Rock, Texas.....	16.49	16.49
San Angelo, Texas, to Sterling City, Texas.....	43.66	42.97
Total Concho, San Saba & Llano Valley Railroad.....	60.15	59.46
NEW MEXICO & ARIZONA RAILROAD:		
Benson, Ariz., to Nogales, Ariz.....		88.19
SONORA RAILWAY:		
Nogales, Ariz., to Guaymas, Mexico.....		260.37
Hermosillo Junction, Mexico, to Hermosillo, Mexico.....		3.08
Total Sonora Railway.....		263.45

## SUMMARY.

	Oper- ated.	Owued.
Atchison, Topeka & Santa Fe Railway.....	7,549.69	6,931.83
Rio Grande & El Paso Railroad.....	20.21	20.21
Gulf, Colorado & Santa Fe Railway.....	1,537.48	1,479.31
Eastern Railway of New Mexico.....	235.21	486.75
Pecos & Northern Texas Railway.....	296.12	296.12
Pecos River Railroad.....	54.24	54.24
Santa Fe, Prescott & Phoenix Railway.....	364.24	364.24
Southern Kansas Railway of Texas.....	124.92	124.92
Texas & Gulf Railway.....	96.14	94.86
Gulf & Interstate Railway of Texas.....	71.97	70.88
Concho, San Saba & Llano Valley Railroad.....	60.15	59.46
New Mexico & Arizona Railroad.....		88.19
Sonora Railway.....		263.45
Total.....	10,400.37	10,334.46

Mileage upon which General Mortgage is a direct lien.....	6,690.06
Mileage represented by stocks and bonds pledged under General Mortgage....	1,646.44
Total Mileage subject to General Mortgage.....	8,336.50

MAIN-TRACK MILEAGE.  
June 30, 1911.—Continued.

		Owued.
Mileage of System Lines owned (see foregoing pages).....		10,334.46
Mileage of Separately Operated Lines:		
! Beaumont Wharf & Terminal Company.....		
Garden City, Gulf & Northern Railroad.....	38.20	
* Grand Canyon Railway.....	63.58	
† Kansas Southwestern Railway.....	59.35	
§ Leavenworth & Topeka Railway.....	44.66	
‡ Northwestern Pacific Railroad:		
Standard Gauge.....	336.75	
Narrow Gauge.....	88.10	424.85
‡ Sunset Railroad.....	32.75	
‡ Sunset Western Railway.....	17.11	
		680.50
Mileage of Lines under Construction, Completed to June 30, 1911:		
Gulf, Colorado & Santa Fe Railway....	60.20	
Pecos and Northern Texas Railway.....	182.44	
		242.64
Total .....		11,257.60

! Mileage classed as Yard Tracks and Sidings.

\* Of the total outstanding capital stock this Company owns 99 per cent.

† Owned jointly with the St. Louis & San Francisco Railroad Company.

‡ Owned jointly with the Union Pacific Railroad Company.

§ Owned jointly with the Southern Pacific Company.

ADDITIONAL MAIN TRACKS.

	Oper- ated.	Owued.
SECOND MAIN TRACK:		
Dearborn Station to Stewart Avenue.....	1.43	
Stewart Avenue to Plaines, Ill.....	39.79	39.79
Plaines, Ill., to Pequot, Ill.....	15.79	
Pequot, Ill., to East Fort Madison, Ill.....	173.90	173.90
Fort Madison, Ia., to Mendon, Mo.....	128.21	128.21
Carrollton, Mo., to Carrollton Jct., Mo.....	2.25	2.25
Carrollton Jct., Mo., to Hardin, Mo.....	16.17	.68
Hardin, Mo., to Camden Jct., Mo.....	13.44	13.44
Sibley, Mo., to Congo, Mo.....	17.52	17.52
Big Blue Jct., Mo., to Chicago Jct., Mo.....	6.69	.09
Kansas City, Mo., to Braddock, Kas.....	173.50	173.50
Walton, Kas., to Mission, Kas.....	12.92	12.92
Trinidad, Colo., to Raton, N. M.....	22.86	22.86
Pavo, N. M., to Suwanee, N. M.....	15.47	15.47
Winslow, Ariz., to Cactus, Ariz.....	14.85	14.85
Williams, Ariz., to Supai, Ariz.....	2.60	2.60
Fairview, Ariz., to Ash Fork, Ariz.....	9.29	9.29
Daggett, Cal., to Barstow, Cal.....	9.46	9.46
Barstow, Cal., to Cottonwood, Cal.....	11.44	11.44
Total Second Main Track.....	687.58	648.27
THIRD MAIN TRACK:		
Hardin, Mo., to Camden Jct., Mo.....	12.89	.56
Kansas City, Mo., to Turner, Kas.....	5.90	5.90
Total Third Main Track.....	18.79	6.46
FOURTH MAIN TRACK:		
Kansas City, Mo., to Turner, Kas.....	5.92	5.92
Total Additional Main Tracks.....	712.29	660.65
Total Mileage, Yard Tracks and Sidings.....	3,390.94	

MAIN-TRACK MILEAGE.  
June 30, 1911.—*Continued.*

	Miles.	Miles.
During the year the miles of main track operated by the System increased 439.12 miles, as follows:		
ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Laton, Cal., to Lanare, Cal.....	15.52	
Arizona & California Railway:		
End of track East of Colorado River Bridge to Cadiz, Cal.	83.47	
Fullerton & Richfield Railway:		
Fullerton, Cal., to Richfield, Cal.....	5.10	
Kings River Railway:		
Wahotoke, Cal., to Piedra, Cal.....	10.70	
	114.79	
Deduct: Sundry adjustments of mileage.....	1.24	113.55
GULF, COLORADO & SANTA FE RAILWAY:		
McGregor, Texas, to Waco, Texas.....		19.30
PECOS & NORTHERN TEXAS RAILWAY:		
Lubbock, Texas, to Slaton, Texas.....	17.48	
Slaton, Texas, to Lamesa, Texas... ..	53.35	
		70.83
SANTA FE, PRESCOTT & PHOENIX RAILWAY:		
Arizona & California Railway:		
A. & C. Jct., Ariz., to end of track East of Colorado River Bridge.....		106.84
GULF & INTERSTATE RAILWAY OF TEXAS:		
Port Bolivar, Texas, to Beaumont, Texas.....		71.97
CONCHO, SAN SABA & LLANO VALLEY RAILROAD:		
Miles, Texas, to Paint Rock, Texas. ....	16.49	
San Angelo, Texas, to Sterling City, Texas.....	43.66	
		60.15
DEDUCTIONS:		442.64
ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Sundry adjustments of mileage.....	3.50	
PECOS RIVER RAILROAD:		
Adjustment of mileage.....	.02	3.52
Total Increase, System.....		439.12

LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES  
AND TERRITORIES.

	Miles.	Miles.
In Illinois.....	290.08	
Iowa.....	19.86	
Missouri.....	298.39	
Kansas.....	2,657.17	
Nebraska.....	2.53	
Oklahoma.....	943.42	
Texas.....	2,097.03	
Louisiana.....	63.90	
Colorado.....	512.47	
New Mexico.....	1,329.94	
Arizona.....	772.71	
Nevada.....	11.60	
California.....	1,401.27	
Total.....		10,460.37



## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

Atchison Union Depot & R. R. Co.....	2d Mtge. 5%	\$ 7,000
Gulf, Colorado & Santa Fe Ry. Co.....	1st " 6%	12,695,000
" " " " " " " .....	2d " 6%	8,614,000
The Kansas City Belt Ry. Co.....	1st " 6%	25,000
Kansas City Northwestern R. R. Co. ....	1st " 5%	2,000
The Leavenworth and Topeka Ry. Co.....	1st ,, 4%	50,000
New Mexico & Arizona R. R. Co.....	1st " 6%	2,313,000
" " " " " " " .....	2d " 6%	950,000
Rio Grande & El Paso R. R. Co.....	1st " 6%	500,000
Sonora Ry. Co., Limited.....	1st " 7%	5,248,000
The Southern Kansas Ry. Co. of Texas.....	1st " 5%	1,583,000
Toluca Coal Co.....	1st " 5%	289,000
The Union Passenger Depot Co. of Galveston...	1st " 6%	64,000
		\$32,340,000

## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Directors.	Total.	Par Value.
The Atchison City Elevator Co.....	297	7	304	\$ 30,400 00
Atchison Union Depot and Railroad Co....	18	.....	18	18,000 00
Aztec Land and Cattle Co., Limited.....	2,154	3	2,157	21,570 00
Cherokee & Pittsburg Coal and Mining Co..	1,989	11	2,000	200,000 00
Chicago Union Transfer Ry. Co., Preferred	400	.....	400	40,000 00
"    "    "    "    "    Common.	400	...	400	40,000 00
Forest Park & Central R. R. Co.....	16	.....	16	1,600 00
Fort Worth Union Passenger Station Co....	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry. Co.....	45,470	130	45,600	4,560,000 00
The Las Vegas Hot Springs Co. ....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co. ....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co.....	120	5	125	12,500 00
New Mexico & Arizona R. R. Co. ....	36,815	5	36,820	3,682,000 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co.....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co.....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	.....	12	1,204 90
St. Joseph Terminal R. R. Co.....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co.....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Santa Fe Terminal Co. of California....	9,993	7	10,000	1,000,000 00
Sonora Ry. Co., Limited.....	10,483	13	10,496	1,049,600 00
The Southern Kansas Ry. Co. of Texas....	5,955	90	6,045	604,500 00
Union Depot Co. (of Kansas City, Mo.)....	449	1	450	45,000 00
The Union Passenger Depot Co. of Galveston	1,995	5	2,000	200,000 00
	126,847	333½	127,180½	\$12,539,697 40













*Case*

1913

EIGHTEENTH ANNUAL REPORT

OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1913.





COMPLIMENTS OF

E. P. RIPLEY.

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OF

THE ATCHISON, TOPEKA & SANTA FE  
RAILWAY COMPANY

FOR THE

FISCAL YEAR ENDING JUNE 30, 1913.



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C. G. BURGOYNE, SPRING AND CROSBY STREETS, NEW YORK.

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# THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

## Board of Directors, July 1, 1913.

1913.	1914.
BENJAMIN P. CHENEY, Boston.	HOWEL JONES, Topeka.
T. DE WITT CUYLER, Philadelphia.	EDWARD P. RIPLEY, Chicago.
AUGUSTUS D. JULLIARD, New York.	BYRON L. SMITH, Chicago.
	CHARLES STEELE, New York.
1915.	1916.
H. RIEMAN DUVAL, New York.	EDWARD J. BERWIND, New York.
THOMAS P. FOWLER, New York.	HENRY C. FRICK, Pittsburgh.
CHARLES S. GLEED, Topeka.	ANDREW C. JOBES, Wichita.
WALKER D. HINES, New York.	JOHN G. MCCULLOUGH, Vermont.

## Executive Committee.

WALKER D. HINES, Chairman.

EDWARD J. BERWIND.	AUGUSTUS D. JULLIARD.
T. DE WITT CUYLER.	EDWARD P. RIPLEY.
THOMAS P. FOWLER.	CHARLES STEELE.

## General Officers.

EDWARD P. RIPLEY,	-	<i>President,</i>	-	-	-	Chicago.
W. B. STOREY,	-	<i>Vice-President,</i>	-	-	-	Chicago.
EDWARD CHAMBERS,	-	<i>Vice-President,</i>	-	-	-	Chicago.
W. E. HODGES,	-	<i>Vice-President,</i>	-	-	-	Chicago.
A. H. PAYSON,	-	<i>Assistant to the President,</i>				San Francisco.
E. J. ENGEL,	-	<i>Assistant to the President,</i>				Chicago.
WALKER D. HINES,	-	<i>General Counsel,</i>	-	-	-	New York.
GARDINER LATHROP,	-	<i>General Solicitor,</i>	-	-	-	Chicago.
D. L. GALLUP,	-	<i>Comptroller,</i>	-	-	-	New York.
A. E. WATERHOUSE,	-	<i>Deputy Comptroller,</i>	-	-	-	New York.
E. L. COPELAND,	-	<i>Secretary and Treasurer,</i>				Topeka.
L. C. DEMING,	-	<i>Assistant Secretary,</i>	-	-	-	New York.
C. K. COOPER,	-	<i>Assistant Treasurer,</i>	-	-	-	New York.
G. HOLTERHOFF, JR.	-	<i>Western Assistant Secretary and Assistant Treasurer,</i>				Los Angeles.
W. E. BAILEY,	-	<i>General Auditor,</i>	-	-	-	Chicago.
J. E. BAXTER,	-	<i>Assistant General Auditor,</i>				Chicago.
A. L. CONRAD,	-	<i>Assistant General Auditor,</i>				Chicago.
M. J. COLLINS,	-	<i>General Purchasing Agent,</i>				Chicago.
C. F. W. FELT,	-	<i>Chief Engineer-System,</i>	-	-	-	Chicago.
F. B. HOUGHTON,	-	<i>Freight Traffic Manager,</i>				Chicago.
W. J. BLACK,	-	<i>Passenger Traffic Manager,</i>				Chicago.
W. A. BISSELL,	-	<i>Assistant Traffic Manager,</i>				San Francisco.
W. H. DIEHL,	-	<i>Transfer Agent,</i>	-	-	-	New York.

NEW YORK OFFICE, - 5 NASSAU STREET.

CHICAGO OFFICE, - 80 EAST JACKSON BOULEVARD.



OFFICE OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM,  
No. 5 Nassau Street, New York City.

SEPTEMBER 23, 1913.

*To the Stockholders:*

Your Directors submit the following report for the fiscal year July 1, 1912, to June 30, 1913, inclusive.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, are as follows:

	June 30, 1913.		June 30, 1912.
Atchison, Topeka & Santa Fe Railway...	8,237.55 miles.		8,200.86 miles.
Rio Grande & El Paso Railroad.....	20.21	"	20.21
Gulf, Colorado & Santa Fe Railway .....	1,595.77	"	1,596.06
Pecos & Northern Texas Railway.....	481.79	"	478.67
Pecos River Railroad.....	54.24	"	54.24
Southern Kansas Railway of Texas.....	124.92	"	124.92
Texas & Gulf Railway.....	125.49	"	125.80
Gulf & Interstate Railway of Texas.....	71.33	"	71.97
Concho, San Saba & Llano Valley Rail- road.....	60.15	"	60.15
	<u>10,771.45</u>	"	<u>10,732.88</u>

Increase during the year 38.57 miles.

The average mileage operated during the fiscal year ending June 30, 1913, was 10,750.31 miles, being an increase of 122.39 miles as compared with the average mileage operated during the preceding fiscal year.

In addition to lines covered by this report there were completed on June 30, 1913, 155.20 miles of additional line, of which 119.42 miles were ready for operation on July 1, 1913.

The Company also controls, through ownership of stocks and bonds, other lines aggregating 63.58 miles, and is interested jointly with other companies in 624.56 miles.

For detailed statement of present mileage and of changes in mileage since last Annual Report, see pages 42 to 46.



## INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending June 30, 1912 and 1913 :

	1912.	1913.
Operating Revenues.....	\$107,752,359 91	\$116,896,251 98
Operating Expenses.....	71,273,202 97	77,642,534 73
Net Operating Revenue.....	\$36,479,156 94	\$39,253,717 25
Taxes.....	4,206,453 85	4,662,152 38
Operating Income.....	\$32,272,703 09	\$34,591,564 87
Other Income.....	2,569,968 22	2,515,623 96
Gross Corporate Income.....	\$34,842,671 31	\$37,107,188 83
Rentals and Other Charges.....	1,521,570 56	1,128,129 10
Interest on Bonds, including accrued interest on Adjustment Bonds.....	\$33,321,100 75	\$35,979,059 73
	13,660,859 50	13,825,325 40

Net Corporate Income (representing amount available for dividends and surplus and for necessary but unproductive or only partially productive expenditures).....	\$19,660,241 25	\$22,153,734 33
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From the net corporate income for the year the following sums have been deducted :

## DIVIDENDS ON PREFERRED STOCK—

No. 29 (2½%) paid	
Feb. 1, 1913.....	\$2,854,345 00
No. 30 (2½%) paid	
Aug. 1, 1913.....	2,854,345 00
	\$5,708,690 00

## DIVIDENDS ON COMMON STOCK :

No. 29 (1½%) paid		
Sept. 2, 1912.....	\$2,559,097 50	
No. 30 (1½%) paid		
Dec. 2, 1912.....	2,586,052 50	
No. 31 (1½%) paid		
Mar. 1, 1913.....	2,613,562 50	
No. 32 (1½%) paid		
June 2, 1913.....	2,640,067 50	
	10,398,780 00	
Appropriation for Fuel Reserve Fund...	461,105 11	
Appropriated for Additions and Betterments.....	5,574,433 63	
California-Arizona Lines Bonds Sinking Fund .....	10,725 59	
		\$22,153,734 33
Surplus to credit of Profit and Loss June 30, 1912.....		\$20,470,115 99
Additions to Profit and Loss Account (Sundry Adjustments applicable to prior years).....		99,684 82
Surplus to credit of Profit and Loss June 30, 1913 .....		\$20,569,800 81

Income from sources other than earnings from operation consisted of interest on cash in banks and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the fiscal year the sum of \$200,000 in cash was received as the net proceeds of sales of land embraced in the Santa Fe Pacific Land Grant, but this was directly written off the book value of Railroads, Franchises and Other Property, and the transaction does not appear in the Income Account.

### CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The total charges to Capital Account, as shown by the General Balance Sheet, page 26, at June 30, 1913, aggregated \$640,263,756.10 as compared with \$621,869,989.29 at June 30, 1912, an increase during the year of \$18,393,766.81, which analyzes as follows:

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway and terminal companies:

Belt Ry. of Chicago.....	\$ 240,000 00	
California, Arizona & Santa Fe Ry.....	1,500 00	
Concho, San Saba & Llano Valley R. R.	11,982 64	
Denver Union Terminal Ry.....	5,000 00	
Dodge City & Cimarron Valley Ry.....	1,266,870 83	
Eastern Ry. of New Mexico.....	1,036,987 19	
Grand Canyon Ry.....	36,806 36	
Gulf, Beaumont & Kansas City Ry.....	99,094 90	
Minkler Southern Ry.....	72,888 58	
Union Passenger Depot Co. of Galveston	95,000 00	
Western Arizona Ry.....	26,842 33	
		\$2,892,972 83

Additions and Betterments—System Lines:

Right of Way, Station Grounds, and Real Estate .....	\$ 294,013 21	
Widening Cuts and Fills, including Protection of Banks.....	519,480 20	
Grade Reductions and Changes of Line..	240,467 85	
<i>Carried forward</i> .....	\$1,053,961 26	\$2,892,972 83

<i>Brought forward</i> .....	\$1,053,961	26	\$2,892,972	83
Bridges, Trestles and Culverts.....	506,956	83		
Ballast, including cost of spreading and putting under track.....	678,463	24		
Increased Weight of Rail.....	238,946	06		
Frogs, Switches, Track Fastenings, and Appurtenances.....	693,252	17		
Additional Main Tracks.....	3,143,627	06		
Sidings and Spur Tracks.....	720,910	62		
Terminal Yards.....	377,957	83		
Track Elevation, Elimination of Grade Crossings, and Improvements of Over and Under Grade Crossings.....	34,249	62		
Interlocking, Block, and Other Signal Apparatus.....	343,806	78		
Telegraph and Telephone Lines.....	8,896	61		
Buildings, Shops, Dock and Wharf Property.....	1,494,374	47		
Shop Machinery and Tools.....	250,067	84		
Additional Equipment.....	9,502,718	09		
Betterments to Equipment.....	50,351	13		
Other Additions and Betterments.....	134,532	58		
			\$19,233,072	19
Fuel Lands and Other Properties :				
Fuel Lands .....	\$ 402,531	50		
Ice Plant, Belen.....	3,685	22		
Santa Barbara Tie & Pole Co.....	23,208	98		
Real Estate held for future use.....	966,537	35		
Miscellaneous Items.....	82,200	72		
			\$ 1,478,163	77
Other Investments.....			664,209	85
Total Charges.....			\$24,268,418	64
Reduction of Book Values :				
Gulf, Beaumont & Kansas City Ry.....	\$ 99,000	00		
Gulf, Colorado & Santa Fe Ry.....	38,649	59		
Santa Fe Pacific R. R.—Land Sales.....	200,000	00		
Sunset Ry.....	30,069	77		
Ice Plant, San Bernardino.....	50,119	76		
Fuel Lands .....	1,811,531	50		
Tie and Timber Lands.....	36,613	30		
Reserve for Accrued Depreciation .....	3,608,667	91		
			\$ 5,874,651	83
Net Increase in Capital Account during the year .....			\$18,393,766	81

The item of \$9,502,718.09 for "Additional Equipment" analyzes as follows:—

118 Locomotives.....	\$ 3,105,306	39
52 Passenger-Train Cars.....	637,572	25
5,658 Freight-Train Cars.....	6,437,040	76
470 Miscellaneous Cars.....	239,709	15
	<u>\$10,419,628</u>	<u>55</u>

Less—Value of equipment retired during the year as follows :

49 Locomotives .....	\$217,288	27
15 Passenger-Train Cars.....	52,215	48
1,384 Freight-Train Cars.....	592,617	83
16 Miscellaneous Cars.....	11,423	44
1 Steam Boat.....	43,365	44
	<u>916,910</u>	<u>46</u>
	<u>\$9,502,718</u>	<u>09</u>

### MAINTENANCE OF EQUIPMENT.

The following statement shows the sums charged to Operating Expenses for Maintenance of Equipment during each year since July 1, 1896 :

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897 .....	6,443.81	\$3,443,884 82	\$ 534 45
1898.....	6,936.02	4,659,277 99	671 75
1899.....	7,032.62	4,810,795 64	684 07
1900.....	7,341.34	5,267,832 40	717 56
1901.....	7,807.31	6,257,456 57	801 49
1902.....	7,855.38	7,864,951 25	1,001 22
1903.....	7,965.13	8,510,543 09	1,068 48
1904.....	8,179.59	10,006,135 41	1,223 31
1905.....	8,305.40	10,914,864 47	1,314 19
1906.....	8,433.99	10,720,040 43	1,271 05
1907.....	9,273.15	11,779,846 64	1,270 32
1908.....	9,415.01	14,246,621 44	1,513 18
1909.....	9,794.86	13,903,897 37	1,419 51
1910 .....	9,916.33	15,560,047 44	1,569 13
1911.....	10,350.13	16,686,145 45	1,612 17
1912.....	10,627.92	16,521,231 41	1,554 51
1913.....	10,750.31	19,415,224 63	1,806 02



For the year ending June 30, 1913, maintenance charges, including renewals and depreciation, averaged as follows:

Per locomotive.....	\$4,770 08
Per locomotive mile.....	.1772
Per passenger car, including mail and express.....	1,283 40
Per passenger car mile.....	.0141
Per freight car .....	114 92
Per freight car mile.....	.0104

The foregoing average maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses, and Maintaining Joint Equipment at Terminals. Beer and refrigerator cars are not taken into consideration in arriving at the foregoing averages, such cars being operated by the Santa Fe Refrigerator Despatch Company, which bears the expense of their maintenance.

A statement of the locomotives in service and of their tractive power will be found on page 41.

#### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses for Maintenance of Way and Structures during each year since July 1, 1896.

Year Ending June 30.	Average Operated Mileage.	Total Expenditure.	Expenditure Per Mile.
1897.....	6,443 81	\$ 6,282,923 15	\$ 975 03
1898.....	6,936.02	8,281,397 88	1,193 97
1899.....	7,032.62	7,672,107 62	1,090 93
1900.....	7,341.34	6,354,372 10	865 56
1901.....	7,807.31	6,433,840 36	824 08
1902.....	7,855.38	6,141,466 39	781 82
1903.....	7,965.13	9,304 892 04	1,168 20
1904.....	8,179.59	9,170,234 07	1,121 11
1905.....	8,305.40	11,385,418 33	1,370 85
1906.....	8,433.99	12,475,407 97	1,479 18
1907.....	9,273.15	15,286,062 66	1,648 42
1908.....	9,415.01	14,120,828 02	1,499 82
1909.....	9,794.86	12,884,406 81	1,315 43
1910.....	9,916.33	17,807,136 20	1,795 74
1911.....	10,350.13	16,059,786 90	1,551 65
1912.....	10,627.92	16,076,833 75	1,512 70
1913.....	10,750.31	18,054,413 03	1,679 43

## COMPARISON OF OPERATING RESULTS.

The following is a statement of revenues and expenses of the System for the fiscal year ending June 30, 1913, in comparison with the previous year :

	Year Ending June 30, 1913.	Year Ending June 30, 1912.	Increase.	Decrease.
<b>OPERATING REVENUES :</b>				
Freight.....	\$ 78,190,923 18	\$ 71,529,574 67	\$6,661,348 51	.....
Passenger.....	29,425,922 44	27,453,525 41	1,972,397 03	.....
Mail, Express and Miscellaneous.....	9,279,406 36	8,769,259 83	510,146 53	.....
Total Operating Revenues	\$116,896,251 98	\$107,752,359 91	\$9,143,892 07	.....
<b>OPERATING EXPENSES :</b>				
Maintenance of Way and Structures .....	\$ 18,054,413 03	\$ 16,076,833 75	\$1,977,579 28	.....
Maintenance of Equipment .....	19,415,224 63	16,521,231 41	2,893,993 22	.....
Traffic Expenses.....	2,455,784 69	2,416,746 46	39,038 23	.....
Transportation Expenses.....	35,135,649 15	33,733,667 06	1,401,982 09	.....
General Expenses .....	2,581,463 23	2,524,724 29	56,738 94	.....
Total Operating Expenses	\$ 77,642,534 73	\$ 71,273,202 97	\$6,369,331 76	.....
Net Operating Revenue.....	\$ 39,253,717 25	\$ 36,479,156 94	\$2,774,560 31	.....
Ratio of Operating Expenses to Operating Revenues.....	66.42	66.15	.27	.....

The following averages are deduced from tables set forth on pages 36 and 39.

The average tons of freight (revenue and company) per loaded car mile increased from 18.52 to 19.12, or 3.24 per cent.

The average tons of freight (revenue and company) carried per freight-train mile (freight, mixed and company-supply) increased from 399.94 to 425.41, or 6.37 per cent.

The average freight revenue per revenue freight-train mile increased from \$3.26 to \$3.48, or 6.75 per cent.

The average passenger revenue per revenue passenger-train mile increased from \$1.18 to \$1.24, or 5.08 per cent.

The average passenger-train revenue per revenue passenger-train mile increased from \$1.47 to \$1.54, or 4.76 per cent.

The tons of freight carried one mile (revenue and company) increased 803,362,748, or 9.03 per cent., while miles run by freight cars (loaded and empty) in freight, mixed and company-supply trains increased 37,223,924, or 5.49 per cent., and the mileage of such trains increased 557,001, or 2.50 per cent.

The number of passengers carried one mile increased 50,692,714, or 3.98 per cent., while miles run by passenger

cars in passenger and mixed trains increased 3,691,588, or 2.68 per cent., and the mileage of such trains increased 428,699, or 1.84 per cent.

The following is a consolidated statement of the business of the System for each fiscal year during the period since January 1, 1896 :

Fiscal Year Ending June 30.	Average Miles Operated.	Gross Revenues, Including Income from Other Sources.	Expenses, Including Taxes, Rentals and Other Charges.	Interest on Bonds.	Net Corporate Income.
1897 (18 mos.).....	6,443.81	\$44,532,628 99	\$36,038,455 30	\$8,440,387 91	\$ 53,785 78
1898.....	6,936.02	39,396,126 41	30,513,553 17	7,045,988 30	1,836,584 94
1899.....	7,032.62	40,762,933 47	29,332,964 11	7,241,972 00	4,187,997 36
1900.....	7,341.34	46,498,899 04	29,414,427 56	7,345,166 50	9,739,394 98
1901.....	7,807.31	54,807,379 78	34,502,039 87	7,830,810 83	12,474,529 08
1902.....	7,855.38	60,275,944 33	36,272,432 45	8,438,985 00	15,564,526 88
1903.....	7,965.13	63,668,390 99	40,635,576 48	9,134,485 24	13,898,329 27
1904.....	8,179.59	69,419,975 41	44,641,434 10	9,418,770 00	15,359,771 31
1905.....	8,305.40	69,189,739 65	47,835,883 50	9,611,510 09	11,742,346 06
1906.....	8,433.99	79,390,749 05	51,035,355 71	10,622,184 22	17,733,209 12
1907.....	9,273.15	94,436,574 68	61,779,916 16	11,487,934 70	21,168,723 82
1908.....	9,415.01	91,289,770 61	65,031,582 67	12,579,301 77	13,678,886 17
1909.....	9,794.86	95,424,091 89	61,458,019 13	13,548,081 93	20,417,990 83
1910.....	9,916.33	107,543,259 16	75,133,314 54	11,984,151 30	20,425,784 26
1911.....	10,350.13	109,772,481 69	75,689,094 83	12,712,319 31	21,371,067 55
1912.....	10,627.92	110,322,328 13	77,001,227 38	13,660,859 50	19,660,241 25
1913.....	10,750.31	119,411,875 94	83,432,816 21	13,825,325 40	22,153,734 33

The following statement shows the gross operating revenues of the System (exclusive of income from other sources) per mile of road operated for each fiscal year since July 1, 1896:

Year ending June 30.	Gross Operating Revenues.	Average per Mile of Road.
1897.....	\$ 30,621,230 10	\$ 4,752 04
1898.....	39,214,099 24	5,653 69
1899.....	40,513,498 63	5,760 80
1900.....	46,232,078 23	6,297 49
1901.....	54,474,822 61	6,977 41
1902.....	59,135,085 53	7,527 97
1903.....	62,350,397 28	7,827 92
1904.....	68,171,200 18	8,334 31
1905.....	68,375,837 25	8,232 70
1906.....	78,044,347 25	9,253 55
1907.....	93,683,406 91	10,102 65
1908.....	90,617,796 38	9,624 82
1909.....	94,265,716 87	9,624 00
1910.....	104,993,194 67	10,587 91
1911.....	107,565,115 62	10,392 63
1912.....	107,752,359 91	10,138 61
1913.....	116,896,251 98	10,873 75

The following statement shows the development of the freight and passenger revenues of the System since July 1, 1896 :

Year ending June 30.	Freight Revenue.	Passenger Revenue.
1897.....	\$22,067,686 77	\$ 5,574,288 31
1898.....	28,588,716 76	7,347,361 59
1899.....	29,492,586 65	8,126,141 85
1900.....	33,729,332 83	9,334,661 57
1901.....	39,052,557 43	11,678,017 25
1902.....	41,815,607 05	13,439,384 57
1903.....	44,622,438 71	13,469,985 78
1904.....	47,762,653 23	15,433,773 63
1905.....	47,408,982 36	16,045,380 27
1906.....	54,598,902 82	18,013,988 56
1907.....	65,500,309 42	21,171,629 08
1908.....	61,848,638 51	21,643,427 49
1909.....	64,212,638 10	22,734,505 32
1910.....	71,194,055 59	25,437,181 98
1911.....	71,787,200 89	27,204,867 66
1912.....	71,529,574 67	27,453,525 41
1913.....	78,190,923 18	29,425,922 44

### PROPERTY INVESTMENT AND RATE OF RETURN.

The growth of the business of your Company indicated by the foregoing three statements, and also the increased efficiency suggested by the averages immediately preceding those statements, are due principally to the very large expenditures (over \$270,000,000) which have been made in the extension and improvement of the property since January 1, 1896. In order to make such expenditures your Company has raised since 1896 over \$217,000,000 of "new money" by the sale of bonds which are now outstanding or which (in the case of many of the convertible bonds issued) are represented by common stock now outstanding. The following statement shows, for each year, the amount of investment, the amount of net income applicable to bond interest, dividends, improvement of property and strengthening of



credit, and the rate of return which such net income represents on the amount of the investment.

Year Ending June 30th.	Property Investment.*	Income Applicable to Bond Interest, Dividends, Improvement of Property and Strengthening of Credit.†	Per Cent. Income of Property Investment.
1896 (6 months).....	\$372,104,262 77	\$ 2,432,870 06	.65
1897.....	387,957,477 68	6,070,364 45	1.57
1898.....	392,169,842 02	8,871,947 26	2.26
1899.....	399,527,444 30	11,409,315 36	2.86
1900.....	407,187,811 22	17,064,850 91	4.19
1901.....	419,541,440 17	21,196,714 38	5.05
1902.....	439,911,035 33	23,921,018 14	5.44
1903.....	454,290,057 89	23,032,814 51	5.07
1904.....	466,273,139 34	24,778,541 31	5.31
1905.....	473,020,998 79	21,353,856 15	4.51
1906.....	496,782,342 35	28,355,393 34	5.71
1907.....	519,004,129 48	32,724,274 07	6.31
1908.....	541,727,328 96	25,633,510 34	4.73
1909.....	548,251,270 97	33,523,437 28	6.11
1910.....	579,793,768 23	32,387,712 39	5.58
1911.....	609,287,764 18	34,102,511 86	5.59
1912.....	621,869,989 29	33,321,100 75	5.36
1913.....	640,263,756 10	36,086,013 36	5.64
Annual Average.....	\$487,164,658 84	\$23,786,642 62	4.88

\* The amounts above shown as "Property Investment" do not include anything for necessary working capital such as materials and supplies and cash. Ordinarily such necessary working capital considerably exceeds \$35,000,000.

In the years 1901 to 1908 the "Property Investment" was reduced by "writing off" sums aggregating \$21,066,685.78, which sums are excluded from the "Property Investment" as above stated.

In the years 1910 to 1913 sums aggregating \$16,077,421.48, consisting of depreciation of equipment accrued pursuant to the ruling of the Interstate Commerce Commission, have been deducted from the amount shown as "Property Investment" and are excluded in the above statement.

† The "Income" shown above is determined after allowing for adjustments made through profit and loss.

The last statement emphasizes the striking fact that the earnings on the entire investment are now not much in excess of five per cent. per annum and continue on that basis notwithstanding the increase in efficiency and the increase in the volume of traffic. It may be explained that the ability of your Company under such circumstances to pay six per cent. on the common stock is due to the fact that it pays an average of substantially less than five per cent. on its bonded debt, and, indeed, much of the bonded debt was created when money could be borrowed at or near four per cent.

The very moderate return which is realized upon the investment, especially when considered in connection with the increased rates which must now be paid for new capital, indicates that in order to preserve and strengthen the credit of even the most successful railroad companies, to the end that they may be able to develop and improve their property so as to promote the public safety and the public convenience, the Government ought to increase, rather than to reduce still further, the rates for transportation and ought to be exceedingly slow about increasing still further the costs of operation. It is very clear from the foregoing statement that the mere growth of business and the mere increase in efficiency will not afford adequate protection against further reductions in rates for transportation and further increases in costs, especially in view of the increasing rates demanded for the use of money.

### CAPITAL STOCK AND FUNDED DEBT.

The outstanding Capital Stock (deducting stock in treasury) on June 30, 1912, consisted of:

Common.....	\$170,129,500 00	
Preferred.....	114,173,730 00	
		<u>\$284,303,230 00</u>

Issued during the year :

Common Stock issued in exchange for Convertible Bonds retired.....	20,707,000 00
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Capital Stock outstanding June 30, 1913:

Common .....	\$190,836,500 00	
Preferred.....	114,173,730 00	
		<u>\$305,010,230 00</u>

The outstanding Funded Debt of the System (deducting bonds in the treasury) amounted on June 30, 1912 to \$342,645,015 00

The following changes in the Funded Debt occurred during the year:

Obligations Purchased or Retired:

Serial Debenture 4% Bonds,		
Series K.....	\$ 785,000 00	
Series L.....	1,903,000 00	
Convertible 4% Bonds..	14,241,000 00	
Convertible 5% Bonds..	6,466,000 00	
California-Arizona Lines		
First and Refunding		
Mortgage 4 ½ %		
Bonds.....	4,866 50	
Miscellaneous Divisional		
Bonds .....	99,000 00	
		<u>23,498,866 50</u>

Total System Funded Debt outstanding June 30, 1913..... \$319,146,148 50

Interest charges for the year ending June 30, 1914, will be approximately \$12,900,000, or an average monthly charge of about \$1,075,000. In making this approximation, exchanges of Convertible Bonds for Common Stock made since June 30, 1913, aggregating \$3,574,000, are considered.

## TREASURY.

Neither this Company nor any of its auxiliaries has any notes or bills outstanding.

The Company held in its treasury on June 30, 1913, \$30,096,205.59 cash, and had available \$3,780,000 General Mortgage Bonds, including bonds not yet certified by the Trustee. The Company also has in the treasury unpledged a large amount of stocks and bonds of other companies, of which part are carried in the balance sheet as Investments and part are included under Railroads, Franchises and Other Property.

## FUEL RESERVE FUND.

The fund has been increased during the year by earnings derived from sundry fuel properties, and decreased by certain payments for fuel properties, as follows :

Amount to credit of Fund June 30, 1912.....	\$1,827,272 58
Added during the year..... ..	461,105 11
	<u>\$2,288,377 69</u>
Deduct sums paid for fuel properties.....	561,531 50
In Fund June 30, 1913.....	<u>\$1,726,846 19</u>

## DODGE CITY AND CIMARRON VALLEY RAILWAY.

This line, which was under construction at the date of last annual report, extending from Dodge City, Kansas, in a southwesterly direction to Elkhart, Kansas, a distance of about 120 miles, was completed during the year. The operation of the new line by your company as a part of its System began on July 1, 1913, under lease of that date.

## MINKLER SOUTHERN RAILWAY COMPANY.

This company was formed to construct certain new lines through rich orchard country in the San Joaquin Valley of California. Of the projected lines about 40 miles, between Wahtoke, Cutler and Exeter, are now under construction.



### WEST TEXAS CONSTRUCTION.

The lines in West Texas, the construction of which was commenced in 1909, and reference to which was made in the annual reports for that and subsequent years, are completed, with the exception of the extension of the Coleman-Lubbock line from Lubbock, Texas, to Texico, New Mexico. This extension, 89 miles in length, is about three-quarters completed and will probably be fully opened for business about January 1, 1914.

### VERDE VALLEY RAILWAY.

During the year this line, extending from Cedar Glade to Clarkdale, Arizona, a distance of about 38 miles, has been completed. The line is operated by your Company under lease and was opened for traffic February 1, 1913.

### NORTHWESTERN PACIFIC RAILROAD.

The construction of the line of this company (whose capital stock is owned, one-half by your Company and one-half by the Southern Pacific Company) between Willetts and Shively, California, referred to in the last annual report, has been actively prosecuted throughout the year, 24.95 miles having been completed, leaving only 41.20 miles still to be constructed. The construction of this line involves very heavy work through a mountainous country, so that progress is necessarily slow; however, a large amount of grading for the remaining mileage has already been done and the work will be pushed to completion as rapidly as conditions permit.

### UNION PASSENGER STATION, KANSAS CITY.

A new passenger station and extensive passenger facilities at Kansas City are nearing completion, and will probably be opened for use before the expiration of this fiscal year; the terminal is to be used by all the roads entering Kansas City

and is one of the most complete passenger terminals in the country as well as one of the most expensive, owing to local topography and other conditions. The use of the new facilities will be an enormous convenience to the public and will entail a large expense on the part of the railroads. On the other hand the conditions at the old station had become intolerable to both parties.

### THE BELT RAILWAY OF CHICAGO.

During the year your Company acquired an interest in the Belt Railway of Chicago, the capital stock of which was increased so as to permit of ownership in equal parts by twelve of the railway companies entering Chicago, all of which have paid in cash at par for the stock acquired by them. The Belt Company leases from the Chicago & Western Indiana Railroad Company what is known as the Belt Division of that company's property, comprising about 21 miles of main line and branches, and also the freight distributing or clearing yard and facilities formerly owned by the Chicago Union Transfer Railway Company, which was acquired by the Chicago & Western Indiana Railroad Company as of September 2, 1912. The lease in question is dated November 1, 1912 and runs until September 1, 1962, with option of purchase at the expiration of that period. The enlargement of this company and the revival of the freight clearing yard will tend to facilitate materially the interchange of freight traffic between all railways entering Chicago.

### ADDITIONAL MAIN-TRACK MILEAGE.

The mileage of second track in operation on June 30, 1913 was 898.32 miles as compared with 801.90 miles at the close of the preceding fiscal year, being an increase of 96.42 miles.

## SECOND TRACK WORK IN PROGRESS.

## MISSOURI DIVISION :

Floyd to Sibley, Mo.....	3.63 miles.
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## LINES WEST OF ALBUQUERQUE :

Rito to Laguna, N. M.....	9.16	"
Cactus to Flagstaff, Ariz .....	43.32	"
Ash Fork to Pan, Ariz.....	22.55	"
Summit to Keenbrook, Cal.....	10.69	"
Total.....	89.35	"

It is expected that all the second track work in progress will be completed by January 1st next, making a total on that date of 987.67 miles of second track in operation.

## RECENT DECISIONS IN STATE RATE CASES

Pursuant to the recent decision of the United States Supreme Court in the Missouri Rate Cases, your Company put into effect in that State the 2-cent passenger fare as well as the reduced freight rates, but the tariffs covering these rates have been filed under protest. In Oklahoma, where the order of the United States Circuit Court for the Western District of that State, restraining the enforcement of the 2-cent provision of the State Constitution, had not been seriously opposed pending the outcome of the other State rate cases before the United States Supreme Court, the 2-cent fare was re-established July 3, 1913. The case, however, by mutual consent is being held open for a reasonable period to enable your Company and other interested carriers to re-construct their case, as far as possible within the limitations laid down in the Supreme Court decisions in the Minnesota and other State rate cases.

The compilation of statistics indicating the confiscatory nature of these low rates is now in progress and upon its completion these cases in which your Company is interested will, it is expected, be carried to a final adjudication.

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TAXES.

In the last annual report attention was called to the steadily increasing burden of taxation, and a table was submitted showing that the percentage of increase in taxation during the five years ending June 30, 1912, was slightly over 68 per cent. There has been no diminution of this burden during the fiscal year covered by this report, but on the contrary, the increase has continued, the taxes for the year aggregating \$4,662,152.38. This sum is equivalent to 11.8 per cent. of the operating income for the year and exceeds the taxes of the preceding year to the extent of 10.8 per cent.

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During the year the Company suffered the loss of Mr. Geo. T. Nicholson, Vice-President, who died in Los Angeles, March 30, 1913. Mr. Nicholson had been in the service of the Company almost continuously for thirty years. He was a man of ripe judgment and fine executive ability, and moreover was of an engaging personality and much beloved by all of his associates.

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Your Directors again take pleasure in recording their appreciation of the loyal and efficient service rendered by officers and employees.

EDWARD P. RIPLEY,  
*President.*





STATEMENTS.



DR. INCOME ACCOUNT FOR TWELVE MONTHS ENDING JUNE 30, 1913. CR.

**INCOME ACCOUNT FOR TWELVE MONTHS ENDING JUNE 30, 1913.**

[illegible]



## THE ATCHISON, TOPEKA &amp; SANTA

Comprising The Atchison, Topeka & Santa Fe Railway Company, Rio Grande & El Gulf, Colorado & Santa Fe Railway Company, The Eastern Railway Company River Railroad Company, The Southern Kansas Railway Company of Railway Company of Texas, and The Concho,

## GENERAL BALANCE

Balances June 30, 1912.	ASSETS.		Balances June 30, 1913.
\$597,245,162 33	RAILROADS, FRANCHISES AND OTHER PROPERTY, including Stocks, Bonds, etc. (Exhibit A).....		\$610,668,436 80
13,522,274 47	EXPENDITURES FOR ADDITIONS AND BETTERMENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES DURING CURRENT FISCAL YEAR (Exhibit B).....		21,795,237 95
\$610,767,436 80	RESERVE FOR ACCRUED DEPRECIATION .... CR.		\$632,463,674 75
12,468,753 57	INVESTMENTS, NEW ACQUISITIONS (Exhibit C). OTHER INVESTMENTS.....		16,077,421 48
\$598,298,683 23	Total.....		\$616,386,253 27
12,456,570 16	Balance carried down.....		12,098,557 08
11,114,735 90			11,778,945 75
\$621,869,989 29			\$640,263,756 10
5,078,255 71			
\$626,948,245 00			\$640,263,756 10
	BALANCE FROM CAPITAL ACCOUNT.....		\$16,107,377 60
\$ 540,887 97	MARKETABLE SECURITIES.....		504,885 97
17,216,908 36	MATERIAL AND SUPPLIES.....		17,536,219 09
1,827,272 58	GUARANTY TRUST CO. OF NEW YORK: Cash Deposit for Fuel Reserve Fund.. ..		1,726,846 19
	DEFERRED DEBIT ACCOUNTS:		
\$ 114,806 96	Prepaid Insurance Premium.....	\$ 104,836 99	
308,255 48	Prepaid Rentals.....	259,177 96	
268,080 38	Advances—Collateral Companies.....	132,350 32	
464,585 00	Miscellaneous.....	626,385 97	
1,155,727 82			1,122,751 24
	ACCOUNTS RECEIVABLE:		
\$ 553,913 60	Agents and Conductors.....	\$ 847,732 05	
1,257,987 28	Traffic Balances .....	924,077 68	
495,856 45	U. S. Government .....	416,982 42	
4,010,774 03	Miscellaneous.....	3,658,292 74	
6,318,531 36			5,847,084 89
	CASH ON HAND AND IN BANK:		
\$12,855,784 35	Time Deposits.....	\$ 766,000 00	
29,050,448 51	Check Deposits and in Treasury.....	29,320,205 59	
41,906,232 86			30,096,205 59
\$68,965,560 95			\$72,941,370 57

We have examined the books and accounts of The Atchison, Topeka & Santa Fe Railway and Accounts are properly drawn up therefrom, and show the correct income of the Company's System satisfactory certificates from the Trustees as to the securities pledged under the different mortgages,

NEW YORK, September 4, 1913.

## FE RAILWAY COMPANY—SYSTEM.

Paso Railroad Company, The California, Arizona & Santa Fe Railway Company, of New Mexico, The Pecos & Northern Texas Railway Company, The Pecos Texas, The Texas & Gulf Railway Company, The Gulf & Interstate San Saba & Llano Valley Railroad Company.

SHEET JUNE 30, 1913.

Balances June 30, 1912.	LIABILITIES.		Balances June 30, 1913.
\$284,303,230 00	CAPITAL STOCK:		
	Outstanding (Exhibit D).....		\$305,010,230 00
342,645,015 00	FUNDED DEBT:		
	Bonds Outstanding (Exhibit E).....		319,146,148 50
	<i>Balance carried down.....</i>		<i>16,107,377 60</i>
\$626,948,245 00			\$640,263,756 10
\$5,078,255 71	BALANCE FROM CAPITAL ACCOUNT.....		
1,827,272 58	RESERVE FOR FUEL LANDS.....		\$1,726,846 19
	DIVIDENDS ON PREFERRED AND COMMON STOCK:		
	No. 30 on Pfd. Stock payable Aug. 1, 1913...	\$2,854,345 00	2,857,659 50
2,883,158 00	Unclaimed Dividends.....	33,314 50	2,015,769 30
1,955,918 25	ACCRUED TAXES NOT YET DUE.....		
	INTEREST ON FUNDED DEBT:		
	Accrued, not due.....	\$3,695,030 73	4,333,135 92
4,489,285 00	Coupons not presented.....	638,105 19	1,218,542 53
368,004 38	DEFERRED CREDIT ACCOUNTS.....		
	ACCOUNTS PAYABLE:		
	Pay Rolls.....	\$3,932,852 10	13,023,536 35
	Audited Vouchers.....	6,897,440 32	
	Traffic Balances.....	1,060,836 62	
10,312,630 29	Miscellaneous.....	1,132,407 31	
21,580,920 75	APPROPRIATED INCOME:		
	Expended for Additions and Betterments..		27,155,354 38
	California-Arizona Lines Bonds—Sinking Fund Reserve.....		10,725 59
20,470,115 99	PROFIT AND LOSS.....		20,569,800 81
\$68,965,560 95			\$72,941,370 57

System lines and certify that the above Balance Sheet and relative Income and Profit and Loss for the year and the true financial condition at the close of the year. We have been provided with and we have also verified the cash items.

PRICE, WATERHOUSE &amp; CO., Auditors.

## GENERAL BALANCE SHEET—EXHIBIT A.

## RAILROADS, FRANCHISES AND OTHER PROPERTY.

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Amount June 30, 1912, as published in Annual Report.....	\$597,245,162 33
Expenditures for Construction and Equipment during	
Fiscal Year ending June 30, 1912.....	13,522,274 47
	<hr/>
	\$610,767,436 80

## Deduct:

Par amount of bonds of controlled lines included in  
System obligations as of July 1, 1906, retired by  
purchase during the year:

G. B. & K. C. Ry. Co. First Mortgage 6%	
Bonds.....	\$91,500 00
G. B. & K. C. Ry. Co. Second Mortgage 6%	
Bonds.....	3,000 00
G. B. & K. C. Ry. Co. Second Mortgage 5%	
Bonds.....	4,500 00
	<hr/>
	99,000 00
	<hr/>
	\$610,668,436 80

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## GENERAL BALANCE SHEET—EXHIBIT B.

EXPENDITURES FOR ADDITIONS AND BETTERMENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES  
DURING FISCAL YEAR ENDING JUNE 30, 1913.

	Additions and Betterments.	Construction.	Other Expenditures.	Total.
Atchison, Topeka & Santa Fe Ry.....	\$2,138,476 57	.....	\$ 55,502 12	\$2,082,975 45
Atchison, Topeka & Santa Fe Ry. (Coast Lines).....	5,668,885 64	.....	.....	5,668,885 64
Belt Ry. Co. of Chicago.....	.....	.....	240,000 00	240,000 00
California, Arizona & Santa Fe Ry.....	333,500 34	.....	1,500 00	335,000 34
Cane Belt R. R.....	22,580 08	.....	.....	22,580 08
Concho, San Saba & Llano Valley R. R.....	493 42	\$ 11,983 64	.....	12,476 06
Denver Union Terminal Ry.....	.....	.....	5,000 00	5,000 00
Dodge City & Cimarron Valley Ry.....	299,842 07	1,266,870 83	.....	1,266,870 83
Eastern Ry. of New Mexico System.....	87,527 30	1,036,987 19	.....	1,306,829 26
Gulf & Interstate Ry. of Texas.....	15,784 41	.....	.....	87,527 30
“ “ —Santa Fe Dock & Channel Co.....	.....	.....	.....	15,784 41
Gulf, Beaumont & Great Northern Ry.....	8,008 24	.....	.....	8,008 24
Gulf, Beaumont & Kansas City Ry.....	5,221 01	.....	.....	104,315 91
Gulf, Colorado & Santa Fe Ry.....	490,149 68	38,649 59	99,094 90	451,500 09
Jasper & Eastern Ry.....	10,602 75	.....	.....	10,602 75
Minkler Southern Ry.....	.....	72,888 58	.....	72,888 58
Rio Grande & El Paso R. R.....	2,914 64	.....	.....	2,914 64
Santa Fe Pacific R. R.....	.....	.....	150 00	150 00
Santa Fe Land Improvement Co.....	10,127,900 91	.....	.....	10,127,900 91
Southern Kansas Ry. of Texas.....	53,890 32	.....	.....	53,890 32
Texas & Gulf Ry.....	14,311 29	.....	.....	14,311 29
Union Passenger Depot Co. of Galveston.....	.....	.....	95,000 00	95,000 00
Western Arizona Ry.....	.....	26,842 33	.....	26,842 33
Land Sales during Fiscal Year.....	\$19,393,072 19	\$2,370,921 98	\$385,243 78	\$21,995,237 95
DEDUCTIONS:	.....	.....	.....	.....
Land Sales during Fiscal Year.....	.....	.....	.....	200,000 00
Credits in Italics.	.....	.....	.....	\$21,795,237 95



GENERAL BALANCE SHEET—EXHIBIT C.  
INVESTMENTS—NEW ACQUISITIONS.

Expenditures to June 30, 1913, as shown in Annual Report.....\$12,456,570 16  
Deductions during the Fiscal Year ending June 30, 1913:

Santa Fe Land Improvement Co.:	
Chanslor-Canfield Midway Oil Co.....	\$1,811,531 50
Ice Plant, San Bernardino.....	50,119 76
Tie and Timber Lands.....	36,613 30
Sunset Ry.....	30,069 77
Real Estate held for future use.....	32,658 26
	<u>\$1,960,992 59</u>

Expenditures:

Cherokee & Pittsburg Coal and Mining Co....	\$403,531 50
Grand Canyon Ry.....	36,806 36
Santa Fe Land Improvement Co.:	
Ice Plant, Belen.....	3,685 23
Oakland Wharf Property.....	999,195 61
Santa Barbara Tie & Pole Co.....	23,208 98
Rails and Fastenings leased to various parties	137,551 84
	<u>\$1,602,979 51</u>
	\$ 258,013 08
	<u>\$12,098,557 08</u>

GENERAL BALANCE SHEET—EXHIBIT D.  
CAPITAL STOCK JUNE 30, 1913.

	Issued *	In Treasury.	Outstanding
Common.....	\$190,881,000	\$44,500	\$190,836,500
Preferred.....	114,199,530	25,800	114,173,730
	<u>\$305,080,530</u>	<u>\$70,300</u>	<u>\$305,010,230</u>

\* Not including \$17,286,470 Preferred Stock placed in special trust for certain purposes by the Reorganization Committee and not used.

GENERAL BALANCE SHEET—EXHIBIT E.  
FUNDED DEBT, JUNE 30, 1913.

Class of Bond.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage—				
Due October 1, 1995.....	4%	\$152,562,500 00	\$1,928,000 00	\$150,634,500 00
Adjustment Mortgage—				
Due July 1, 1995.....	4%	51,728,000 00	382,000 00	51,346,000 00
Convertible—				
Due June 1, 1955.....	4%	17,835,000 00	977,000 00	16,858,000 00
Convertible—				
Due June 1, 1960.....	4%	32,248,000 00	.....	32,248,000 00
Convertible—				
Due June 1, 1917.....	5%	8,747,000 00	.....	8,747,000 00
Transcontinental Short Line—				
Due July 1, 1958.....	4%	17,000,000 00	.....	17,000,000 00
California-Arizona Lines—				
Due March 1, 1962.....	4½%	18,299,695 00	4,866 50	18,294,828 50
Serial Debenture—				
Due February 1, 1914.....	4%	290,000 00*	.....	290,000 00*
Eastern Oklahoma Division—				
Due March 1, 1928.....	4%	9,603,000 00	.....	9,603,000 00
San Francisco & San Joaquin Valley Ry —				
Due October 1, 1940.....	5%	6,000,000 00	.....	6,000,000 00
Chicago & St. Louis Ry.—				
Due March 1, 1915.....	6%	1,500,000 00	.....	1,500,000 00
Santa Fe, Prescott & Phoenix Ry.—				
Due September 1, 1942.....	5%	4,940,000 00	.....	4,940,000 00
Miscellaneous Divisional.....	.....	1,685,850 00	1,030 00	1,684,820 00
		<u>\$322,439,045 00</u>	<u>\$3,292,896 50</u>	<u>\$319,146,148 50</u>

\* Includes \$5,000, which matured February 1, 1913.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1913 AND 1912.

	1913.	1912.
<b>OPERATING REVENUES.</b>		
FREIGHT.....	\$ 78,190,923 18	\$ 71,529,574 67
PASSENGER.....	29,425,922 44	27,453,525 41
MAIL, EXPRESS AND MISCELLANEOUS.....	9,279,406 36	8,769,259 83
TOTAL OPERATING REVENUES.....	\$116,896,251 98	\$107,752,359 91
<b>OPERATING EXPENSES.</b>		
<b>MAINTENANCE OF WAY AND STRUCTURES:</b>		
Superintendence.....	\$ 1,165,771 18	\$ 1,099,110 28
Ballast.....	620,964 65	401,959 41
Ties.....	2,753,200 38	2,595,977 48
Rails.....	504,274 49	545,616 89
Other Track Material.....	935,873 79	663,807 50
Roadway and Track.....	7,338,282 31	6,515,516 19
Removal of Snow, Sand, and Ice.....	58,029 45	208,727 67
Tunnels.....	30,936 54	495 89
Bridges, Trestles, and Culverts.....	1,171,068 98	1,473,016 71
Over and Under Grade Crossings.....	16,673 77	59,752 59
Grade Crossings, Fences, Cattle Guards, and Signs.	432,455 59	331,443 91
Snow and Sand Fences, and Snow Sheds.....	4,775 25	386 34
Signals and Interlocking Plants.....	197,878 04	187,859 53
Telegraph and Telephone Lines.....	170,156 43	176,233 60
Buildings, Fixtures, and Grounds.....	2,268,070 42	1,564,533 93
Docks and Wharves.....	20,658 00	52,583 91
Roadway Tools and Supplies.....	290,964 04	226,540 80
Injuries to Persons.....	87,791 59	74,256 72
Stationery and Printing.....	44,416 43	26,421 61
Other Expenses.....	3,142 78	2,829 08
Maintaining Joint Tracks, Yards, and Other Facili- ties—Dr.....	247,053 39	200,978 13
Maintaining Joint Tracks, Yards, and Other Facili- ties—Cr.....	308,024 47	330,222 64
Total.....	\$ 18,054,413 03	\$ 16,076,833 75
<b>MAINTENANCE OF EQUIPMENT:</b>		
Superintendence.....	\$ 573,736 71	\$ 587,790 67
Steam Locomotives—Repairs.....	8,257,779 97	7,577,550 16
Steam Locomotives—Renewals.....	89,388 82	32,094 54
Steam Locomotives—Depreciation.....	1,240,187 34	867,388 07
Passenger-Train Cars—Repairs.....	1,297,683 74	1,198,794 24
Passenger-Train Cars—Renewals.....	460 68	4,037 00
Passenger-Train Cars—Depreciation.....	589,706 63	226,911 21
Freight-Train Cars—Repairs.....	4,550,626 54	3,877,488 64
Freight-Train Cars—Renewals.....	101,426 41	103,321 26
Freight-Train Cars—Depreciation.....	1,730,505 39	1,258,010 66
Floating Equipment—Repairs.....	63,279 76	45,498 32
Floating Equipment—Renewals.....	27,488 30	.....
Floating Equipment—Depreciation.....	43,656 85	32,740 19
Work Equipment—Repairs.....	198,788 40	168,173 11
Work Equipment—Renewals.....	6,072 82	1,197 44
Work Equipment—Depreciation.....	55,152 38	42,271 29
Shop Machinery and Tools.....	441,435 28	358,711 72
Injuries to Persons.....	80,768 51	67,791 53
Stationery and Printing.....	51,153 95	55,989 56
Other Expenses.....	33,962 23	25,222 11
Maintaining Joint Equipment at Terminals—Dr.....	31,995 37	43,343 15
Maintaining Joint Equipment at Terminals—Cr.....	50,081 45	53,093 46
Total.....	\$ 19,415,224 63	\$ 16,521,231 41

Credits in Italics.

OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1913 AND 1912.—Continued.

	1913.	1912.
<b>TRAFFIC EXPENSES:</b>		
Superintendence .....	\$ 516,995 54	\$ 521,903 08
Outside Agencies.....	1,070,615 74	1,016,764 51
Advertising.....	503,838 85	505,185 48
Traffic Associations.....	47,856 08	51,098 35
Industrial and Immigration Bureaus.....	123,339 12	130,386 90
Stationery and Printing..	192,205 50	191,047 33
Other Expenses.....	933 86	360 81
Total .....	\$ 2,455,784 69	\$ 2,416,746 46
<b>TRANSPORTATION EXPENSES:</b>		
Superintendence .....	\$ 996,966 89	\$ 977,915 62
Dispatching Trains.....	623,803 66	632,648 83
Station Employes.....	5,152,762 21	4,815,633 89
Weighing and Car-Service Associations.....	94,755 74	86,193 53
Station Supplies and Expenses.....	579,471 53	485,084 66
Yard Masters and their Clerks.....	374,076 90	349,378 96
Yard Conductors and Brakemen.....	1,381,995 63	1,285,056 50
Yard Switch and Signal Tenders.....	55,342 62	50,684 35
Yard Supplies and Expenses .....	16,169 34	13,279 80
Yard Enginemen.....	802,271 09	752,307 96
Enginehouse Expenses—Yard.....	395,126 54	259,812 20
Fuel for Yard Locomotives.....	885,238 68	827,644 19
Water for Yard Locomotives .....	90,812 53	85,025 33
Lubricants for Yard Locomotives.....	19,462 84	14,496 12
Other Supplies for Yard Locomotives.....	12,154 59	9,221 50
Operating Joint Yards and Terminals—Dr.....	515,943 72	519,882 42
Operating Joint Yards and Terminals—Cr.....	<i>352,091 04</i>	<i>333,179 23</i>
Road Enginemen .....	4,352,764 68	4,345,710 87
Enginehouse Expenses—Road.....	1,549,837 46	1,598,209 37
Fuel for Road Locomotives.....	7,481,439 79	7,368,351 68
Water for Road Locomotives.....	857,030 43	812,668 34
Lubricants for Road Locomotives.....	166,945 32	161,460 77
Other Supplies for Road Locomotives.....	100,731 77	92,697 86
Road Trainmen.....	4,466,742 80	4,399,359 38
Train Supplies and Expenses.....	1,509,424 87	1,353,843 75
Interlockers and Block and Other Signals—Operation	140,047 87	120,835 49
Crossing Flagmen and Gatemen.....	104,577 92	89,969 05
Drawbridge Operation.....	17,062 01	14,950 77
Clearing Wrecks.....	111,933 79	125,831 99
Telegraph and Telephone—Operation.....	310,686 09	305,436 35
Operating Floating Equipment.....	204,186 50	172,967 49
Stationery and Printing.....	255,963 08	239,476 18
Other Expenses.....	73,990 98	63,186 14
Loss and Damage—Freight.....	942,838 52	939,676 02
Loss and Damage—Baggage.....	3,183 63	8,073 19
Damage to Property.....	73,708 67	54,249 04
Damage to Stock on Right of Way.....	145,217 33	140,858 98
Injuries to Persons.....	787,179 35	634,280 73
Operating Joint Tracks and Facilities—Dr.....	99,602 25	103,748 65
Operating Joint Tracks and Facilities—Cr.....	<i>263,699 43</i>	<i>243,261 66</i>
Total.....	\$35,135,649 15	\$ 33,733,667 06

Credits in Italics.



OPERATING REVENUES, OPERATING EXPENSES AND NET OPERATING REVENUE FOR YEARS  
ENDING JUNE 30, 1913 AND 1912.—*Continued.*

	1913.	1912.
GENERAL EXPENSES:		
Salaries and Expenses of General Officers.....	\$ 315,294 54	\$ 278,999 80
Salaries and Expenses of Clerks and Attendants....	1,041,472 59	1,080,686 90
General Office Supplies and Expenses. ....	90,388 42	88,101 85
Law Expenses.....	390,960 84	376,644 73
Insurance.....	339,139 70	358,476 51
Pensions.....	77,204 10	61,992 55
Stationery and Printing.....	120,875 57	114,928 80
Other Expenses.....	197,672 29	154,439 68
General Administration Joint Tracks, Yards and Terminals—Dr.....	11,757 15	13,773 16
General Administration Joint Tracks, Yards and Terminals—Cr.....	3,301 97	3,319 69
Total.....	\$ 2,581,463 23	\$ 2,524,724 29
TOTAL OPERATING EXPENSES.....	\$ 77,642,534 73	\$ 71,273,202 97
NET OPERATING REVENUE.....	\$ 39,253,717 25	\$ 36,479,156 94

EXPENDITURES FOR ADDITIONS AND BETTERMENTS DURING THE YEAR  
ENDING JUNE 30, 1913.

Engineering.....	\$ 50,901 37
Right of Way and Station Grounds.....	220,820 46
Real Estate .....	73,170 10
Grading.....	2,355,403 97
Tunnels .....	43,087 36
Bridges, Trestles, and Culverts.....	1,006,934 14
Ties.....	568,183 84
Rails.....	945,335 22
Frogs and Switches.....	89,604 69
Track Fastenings and Other Material .....	940,575 90
Ballast.....	642,653 88
Track Laying and Surfacing.....	424,907 06
Roadway Tools.....	910 93
Fencing Right of Way.....	63,486 97
Crossings and Signs.....	54,845 38
Interlocking and Other Signal Apparatus .....	348,069 91
Telegraph and Telephone Lines .....	11,834 52
Station Buildings and Fixtures.....	462,419 28
General Office Buildings and Fixtures.....	16,740 11
Shops, Enginehouses, and Turntables.....	535,967 03
Shop Machinery and Tools.....	250,067 84
Water Stations.....	271,371 84
Fuel Stations.....	43,799 11
Grain Elevators.....	92,650 89
Dock and Wharf Property.....	91,644 36
Miscellaneous Structures.....	74,209 25
Injuries to Persons.....	2,229 42
Steam Locomotives .....	2,890,127 62
Passenger-Train Cars.....	583,696 25
Freight-Train Cars.....	5,894,325 08
Work Equipment.....	228,285 71
Floating Equipment.....	43,365 44
Total.....	\$ 19,233,072 19

Credits in italics.



EXPENDITURES FOR CONSTRUCTION DURING THE YEAR ENDING  
JUNE 30, 1913.

Engineering.....	\$ 73,521 58
Right of Way and Station Grounds .....	40,369 79
Real Estate.....	<i>7,436 56</i>
Grading .....	351,451 98
Bridges, Trestles, and Culverts.....	83,496 29
Ties.....	516,221 00
Rails.....	518,242 67
Frogs and Switches.....	11,189 51
Track Fastenings and Other Material.....	231,074 28
Ballast.....	8,177 74
Track Laying and Surfacing.....	241,708 43
Roadway Tools.....	2,908 21
Fencing Right of Way.....	58,775 68
Crossings and Signs.....	13,060 65
Interlocking and Other Signal Apparatus.....	137 83
Telegraph and Telephone Lines.....	10,457 12
Station Buildings and Fixtures.....	62,613 42
Shops, Enginehouses and Turntables.....	5,781 03
Shop Machinery and Tools .....	<i>80 42</i>
Water Stations.....	57,861 63
Fuel Stations.....	7,977 54
Miscellaneous Structures.....	23,230 23
Transportation of Men and Material.....	1,980 10
Rent of Equipment.....	64,910 22
Repairs of Equipment.....	18,555 94
Earnings and Operating Expenses during Construction..	<i>19,461 35</i>
Injuries to Persons. ....	6,509 62
Law Expenses.....	6 70
Stationery and Printing.....	17 53
Insurance.....	10 00
Taxes.....	208 97
Other Expenditures.....	<i>6,555 38</i>
Total.....	\$2,376,921 98

Credits in italics.

COMPARISON BY MONTHS OF OPERATING REVENUES, OPERATING EXPENSES AND NET  
OPERATING REVENUE FOR FISCAL YEARS ENDING JUNE 30, 1913 AND 1912.

		July.	August.	September.	October.	November.	December.	
Operating Revenues	1912	\$8,959,969 14	\$9,630,813 39	\$10,024,641 39	\$11,363,806 96	\$10,828,886 00	\$10,420,242 06	
	1911	8,021,644 86	8,867,640 43	8,954,227 93	9,945,875 16	9,948,420 12	9,198,975 36	
Operating Expenses	1912	\$6,246,898 21	\$6,268,803 46	\$ 6,347,726 58	\$ 7,322,065 25	\$ 6,718,160 28	\$ 6,977,022 12	
	1911	5,817,518 43	6,024,546 01	5,903,268 51	6,282,549 85	6,181,288 25	6,203,006 21	
Net Operating Revenue	1912	\$2,713,070 93	\$3,362,009 93	\$ 3,676,914 81	\$ 4,041,741 71	\$ 4,110,725 72	\$ 3,443,219 94	
	1911	2,204,126 43	2,843,094 42	3,050,959 42	3,663,325 31	3,817,131 87	2,995,969 15	
	Inc.	\$ 508,944 50	\$ 518,915 51	\$ 625,955 39	\$ 378,416 40	\$ 293,593 85	\$ 447,250 79	
	Dec.	.....	.....	.....	.....	.....	.....	

		January.	February.	March.	April.	May.	June.	Fiscal Year.
Operating Revenues	1913	\$9,698,890 13	\$9,047,303 82	\$ 9,523,890 68	\$ 9,408,980 69	\$ 9,368,397 82	\$ 8,620,429 90	\$116,896,251 98
	1912	8,333,261 97	8,592,050 20	8,821,567 22	9,186,291 09	9,213,695 08	8,668,710 49	107,752,359 91
Operating Expenses	1913	\$7,071,735 15	\$6,142,619 19	\$ 6,440,566 10	\$ 6,115,463 81	\$ 6,123,659 35	\$ 5,867,785 23	\$ 77,642,534 73
	1912	6,155,919 00	5,775,551 47	5,982,418 46	5,681,954 29	5,783,352 41	5,531,830 08	71,273,202 97
Net Operating Revenue	1913	\$2,627,154 98	\$2,904,684 63	\$ 3,083,324 58	\$ 3,293,516 88	\$ 3,244,708 47	\$ 2,752,644 67	\$ 39,253,717 25
	1912	2,177,342 97	2,816,498 73	2,839,148 76	3,504,336 80	3,430,342 67	3,136,880 41	36,479,156 94
	Inc.	\$ 449,812 01	\$ 88,185 90	\$ 244,175 82	.....	.....	.....	\$ 2,774,560 31
	Dec.	.....	.....	.....	\$ 210,819 92	\$ 185,634 20	\$ 384,235 74	.....

**TRAFFIC MOVEMENT OF THE SYSTEM.**  
**COMPARATIVE STATEMENT FOR YEARS ENDING JUNE 30, 1913 AND 1912.**

	1913.	1912.
<b>FREIGHT:</b>		
Freight Revenue.....	\$78,190,923 18	\$71,529,574 67
Number of Tons of Revenue Freight Carried.....	25,061,711	21,149,984
*Number of Tons of Revenue Freight Carried One Mile.....	7,802,544,667	6,970,719,824
*Number of Tons of Company Freight Carried One Mile.....	1,901,990,322	1,929,577,563
Average Distance per Ton—Revenue Freight—Miles.....	311.33	329.59
Average Revenue per Ton—Revenue Freight.....	\$3 12	\$3 38
Average Revenue per Ton per Mile—Revenue Freight—in Cents.....	1.002	1.026
Average Tons of Freight (Revenue and Company) per Loaded Car Mile.....	19.12	18.52
Average Tons of Freight (Revenue and Company) per Freight-Train Mile....	425.41	399.94
Average Freight Revenue per Revenue Freight-Train Mile.....	\$3 48	\$3 26
*Water ton miles San Francisco and Galveston Bays included in above ton mile items:		
Revenue Freight.....	7,350,247	6,466,424
Company Freight.....	197,080	206,049
Total.....	7,547,327	6,672,473
<b>PASSENGER:</b>		
Passenger Revenue.....	\$29,425,922 44	\$27,453,525 41
Number of Passengers Carried.....	14,615,276	14,042,522
Number of Passengers Carried One Mile.....	1,324,881,099	1,274,188,385
Average Distance per Passenger—Miles.....	90.65	90.74
Average Revenue per Passenger.....	\$2 01	\$1 96
Average Revenue per Passenger per Mile—in Cents.....	2.221	2.155
Average Passenger Revenue per Passenger-Train Mile.....	\$1 24	\$1 18
Passenger-Train Revenue.....	\$36,421,024 34	\$34,203,875 75
Average Passenger-Train Revenue per Passenger-Train Mile.....	\$1 54	\$1 47

Passenger-Train Revenue consists of the sum of Interstate Commerce Commission Operating Revenue Accounts Nos. 2 to 8 inclusive.

The averages per revenue train mile are determined in accordance with the Interstate Commerce Commission formula, which provides that the entire mixed train mileage shall be added to the freight-train mileage in determining the averages per freight-train mile, and that the same mileage shall also be added to the passenger-train mileage in determining the averages per passenger-train mile. In determining the "average tons of freight per freight train mile," the mileage of mixed and company-supply trains is added to the freight train mileage.

CLASSIFICATION OF REVENUE FREIGHT TONNAGE FOR YEARS ENDING  
JUNE 30, 1913 AND 1912.

	1913.		1912.	
	Tons.	%	Tons.	%
<b>PRODUCTS OF AGRIULTURE:</b>				
Corn.....	578,358		720,159	
Wheat .....	834,223		406,001	
Other Grain.....	352,326		322,421	
Total Grain.....	1,764,907	7.04	1,448,581	6.85
Flour.....	492,428		491,838	
Other Mill Products.....	339,223		332,950	
Hay, Straw, and Broom Corn.....	581,033		603,761	
Cotton.....	335,637		244,386	
Cotton Seed and its Products.....	357,001		334,444	
Fruit and Vegetables.....	1,254,378		1,116,254	
Other Products of Agriculture.....	112,105		118,457	
Total Products of Agriculture....	5,236,712	20.90	4,690,671	22.18
<b>PRODUCTS OF ANIMALS:</b>				
Live Stock.....	1,293,101		1,103,309	
Dressed Meats.....	42,282		65,823	
Other Packing-House Products.....	78,372		64,913	
Poultry, Game, and Fish.....	51,645		42,003	
Wool .....	19,113		19,947	
Hides and Leather.....	12,926		15,271	
Other Products of Animals.....	138,940		239,990	
Total Products of Animals.....	1,636,379	6.53	1,551,256	7.33
<b>PRODUCTS OF MINES:</b>				
Anthracite Coal.....	63,947		45,057	
Bituminous Coal.....	3,157,045		2,832,276	
Coke.....	257,982		186,011	
Ore and Bullion.....	2,661,439		917,556	
Stone and Sand.....	1,790,185		1,462,181	
Salt.....	121,575		126,344	
Other Products of Mines.....	1,232,174		977,515	
Total Products of Mines.....	9,334,347	37.25	6,546,940	30.95
<b>PRODUCTS OF FORESTS:</b>				
Lumber.....	1,931,556		1,542,959	
Other Products of Forests.....	695,302		621,726	
Total Products of Forests.....	2,626,858	10.48	2,164,685	10.24
<b>MANUFACTURES:</b>				
Petroleum and Other Oils....	638,287		440,050	
Sugar.....	197,078		137,615	
Iron—Pig, Bloom and Scrap.....	51,931		39,567	
Iron and Steel Rails.....	61,053		52,490	
Other Castings and Machinery.....	471,127		349,194	
Bar and Sheet Metal.....	196,410		145,579	
Cement, Brick, and Lime.....	1,539,576		1,353,113	
Agricultural Implements.....	76,670		56,408	
Wagons, Carriages, Tools, etc.....	64,722		48,416	
Wines, Liquors, and Beers.....	133,192		117,080	
Household Goods and Furniture.....	159,910		154,883	
Other Manufactures.....	808,711		848,417	
Total Manufactures.....	4,398,667	17.55	3,742,812	17.70
<b>Miscellaneous—Other Commodities not mentioned above.....</b>				
	104,001	.41	102,355	.48
Total Carload Tonnage.....	23,336,964	93.12	18,798,719	88.88
Merchandise—L. C. L. Tonnage.....	1,563,314	6.24	1,417,014	6.70
Revenue Company Material—Inter System	161,433	.64	934,251	4.42
Total Revenue Tonnage.....	25,061,711	100.00	21,149,984	100.00



LOCOMOTIVE STATISTICS FOR YEARS ENDING JUNE 30, 1913 AND 1912.  
(MOTOR CARS EXCLUDED.)

	1913.	1912.
<b>MILEAGE:</b>		
Freight.....	22,286,888	22,028,654
Passenger .....	22,512,944	22,691,116
Mixed.....	2,500,540	2,373,754
Special.....	68,009	103,669
Switching .....	7,997,873	7,436,431
Non-Revenue .....	2,499,793	2,669,728
Total.....	57,866,047	57,303,352
Miles run by Coal Burners.....	33,706,589	30,773,068
Miles run by Oil Burners.....	24,159,458	26,530,284
<b>CONSUMPTION OF FUEL AND STORES:</b>		
Waste (pounds) .....	382,263	371,755
Oil, all kinds (pints).....	6,188,169	6,001,538
Oil, lubricating (pints).....	4,693,170	4,481,991
Coal (tons).....	2,576,622	2,456,344
Fuel Oil (tons).....	1,100,983	1,193,255
<b>COST OF MAINTENANCE, SERVICE AND SUPPLIES:</b>		
Repairs.....	\$8,249,708 74	\$7,574,754 98
Renewals and Depreciation.....	1,329,576 16	899,432 61
Wages of Engineers, Firemen and Enginehouse Employees.....	7,386,911 39	7,251,639 46
Lubricants .....	191,990 37	181,269 93
Other Supplies.....	115,503 49	104,941 78
Coal.....	4,530,605 60	4,036,989 11
Fuel Oil.....	4,119,720 80	4,448,078 87
Total.....	\$25,924,016 55	\$24,497,156 74
<b>COST PER MILE RUN—IN CENTS:</b>		
For Repairs.....	14.26	13.22
For Renewals and Depreciation.....	2.30	1.57
For Engineers, Firemen and Enginehouse Employees.....	12.76	12.65
For Lubricants.....	.33	.32
For Other Supplies.....	.20	.18
For Fuel—Coal.....	13.44 } Av'r'ge	13.12 } Av'r'ge
For Fuel—Oil.....	17.05 } 14.95	16.77 } 14.81
Total.....	44.80	42.75
<b>MILES RUN:</b>		
To One Ton of Coal.....	13.08	12.53
To One Ton of Fuel Oil .....	21.94	22.23
To One Pint of Oil, all kinds.....	9.35	9.55
To One Pint of Oil, lubricating.....	12.33	12.79
<b>AVERAGE COST OF FUEL:</b>		
Coal, per Ton .....	\$1 76	\$1 64
Fuel Oil, per Ton.....	3 74	3 73

The amounts shown for Repairs, Renewals and Depreciation cover only direct charges to these accounts, while the average maintenance charges shown on page 10 include a proportion of unlocated expenditures for maintenance of equipment charged to Superintendence, Shop Machinery and Tools, Injuries to Persons, Stationery and Printing, Other Expenses, and Maintenance of Joint Equipment at Terminals.

The wages of Enginemen engaged in Company Train service and cost of supplies used are charged to the work benefited and therefore are not included in corresponding transportation accounts on page 32.

## TRAIN AND CAR STATISTICS FOR YEARS ENDING JUNE 30, 1913 AND 1912.

	1913.	1912.
<b>REVENUE TRAIN MILEAGE :</b>		
Freight .....	20,031,564	19,644,860
Passenger .....	21,268,835	20,947,643
Mixed .....	2,429,903	2,322,396
Special.....	61,029	95,561
Total .....	43,791,331	43,010,460
<b>REVENUE CAR MILEAGE :</b>		
Freight Cars in Freight Service .....	707,522,786	673,566,885
Passenger Cars in Passenger Service.....	141,203,619	137,512,031
Total.....	848,726,405	811,078,916
<b>REVENUE FREIGHT CAR MILEAGE SUBDIVIDED :</b>		
Loaded :		
East or North.....	238,826,638	230,502,531
West or South.....	263,121,432	246,578,502
Total.....	501,948,070	477,081,033
Empty :		
East or North.....	111,996,287	103,307,116
West or South.....	93,578,429	93,178,736
Total .....	205,574,716	196,485,852
<b>NON-REVENUE TRAIN MILEAGE :</b>		
Company Supply Trains of the Freight Class	332,754	269,964
Other Non-Revenue Train Miles.....	1,979,707	2,090,547
Total .....	2,312,461	2,360,511
<b>NON-REVENUE CAR MILEAGE :</b>		
Freight Cars in Company Supply Trains :		
Loaded .....	5,184,738	3,168,008
Empty.....	3,086,552	1,835,259
Other Non-Revenue Car Miles :		
Freight .....	27,901,984	33,162,356
Other .....	1,756,349	1,312,663
Total .....	37,929,623	39,478,286

## EQUIPMENT IN SERVICE, JUNE 30, 1913.

Description.	Number.
LOCOMOTIVES .....	2,150
PASSENGER-TRAIN CARS.....	
Air-Brake Instruction.....	2
Baggage and Express .....	313
Business .....	45
Cafe—Observation .....	8
Chair.....	197
Coach—First Class.....	433
Coach—Second Class.....	23
Coach, Baggage, and Express.....	69
Coach and Mail .....	21
Coach, Mail, Baggage, and Express.....	25
Composite.....	27
Dining.....	33
Express—Horse.....	22
Mail .....	54
Mail, Baggage, and Express.....	124
Motor Coach.....	6
Parlor.....	9
Smoking .....	141
TOTAL PASSENGER-TRAIN CARS.....	1,552
FREIGHT-TRAIN CARS:	
Ballast .....	3,303
Beer.....	12
Box .....	28,989
Caboose.....	826
Coal .....	8,915
Flat.....	3,330
Furniture.....	3,303
Refrigerator.....	8,578
Stock.....	3,222
Stock and Coke (Combination).....	4,455
Tank—Oil .....	2,314
Tank—Water .....	95
TOTAL FREIGHT-TRAIN CARS.....	67,342
WORK EQUIPMENT:	
Air Dump.....	180
Ballast Spreader.....	20
Ballast Unloader.....	14
Boarding and Bunk.....	781
Derrick.....	33
Pile Driver.....	27
Plow.....	16
Shop and Supply.....	71
Steam Shovel .....	20
Tool.....	61
Special Service.....	48
TOTAL WORK EQUIPMENT.....	1,271
TOTAL CARS.....	70,165
FLOATING EQUIPMENT:	
Steam and Ferry Boats.....	2
River Steamers.....	1
Tugs.....	4
Car Floats.....	5
TOTAL FLOATING EQUIPMENT.....	12

Statement showing number of locomotives of each class owned June 30, 1912, number added and number retired during the year, total number of each class owned, and average weight of same as of June 30, 1913.

Type.	Class.	Owned June 30, 1912.	Added.	Retired.	Changes in Class.	Owned June 30, 1913.	Average Weight Exclusive of Tender (Tons).	Average Weight on Drivers. (Tons).
Switch.....	Simple.....	190	5	9	.....	186	64.42	64.42
Eight Wheel...	Simple.....	215	.....	28	.....	187	49.59	32.32
Mogul.....	Simple.....	22	.....	1	.....	21	69.96	59.09
Mogul.....	Compound.....	35	.....	.....	.....	35	82.00	67.51
Ten Wheel.....	Simple.....	432	.....	5	.....	427	64.86	49.80
Twelve Wheel.	Simple.....	6	.....	.....	.....	6	64.67	52.17
Consolidation..	Simple.....	341	12	6	.....	347	80.99	71.53
Consolidation..	Compound.....	40	.....	.....	.....	40	94.62	87.05
Pacific.....	Simple.....	65	.....	.....	.....	65	113.76	74.00
Pacific.....	Balanced Compound.	81	40	.....	.....	121	123.90	79.43
Prairie.....	Simple.....	14	.....	.....	+31	45	104.87	70.78
Prairie.....	Compound.....	129	.....	.....	-31	98	104.53	70.92
Prairie.....	Balanced Compound.	88	.....	.....	.....	83	124.11	87.35
Atlantic.....	Balanced Compound.	172	.....	.....	.....	172	103.26	58.85
Decapod.....	Simple.....	1	.....	.....	+ 1	2	131.62	117.25
Decapod.....	Compound.....	2	.....	.....	- 1	1	130.00	116.00
Mikado.....	Simple.....	15	29	.....	.....	44	133.38	106.71
Santa Fe.....	Simple.....	3	32	.....	.....	35	147.29	123.60
Santa Fe.....	Compound.....	147	.....	.....	.....	147	143.62	117.29
Mallet.....	Compound.....	83	.....	.....	.....	83	204.77	171.57
Total.....	.....	2,081	118	49	.....	2,150	93.92	71.56

NOTE—The average tractive power per engine June 30, 1913, was 32,937 as against 31,711 June 30, 1912, being an increase of 3.87 per cent.



## MAIN-TRACK MILEAGE.

June 30, 1913.

	Oper- ated.	Owned.
ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Dearborn Station to Crawford Avenue, Chicago, Ill.....	6.44	5.00
Crawford Avenue to Ancona, Ill.....	88.99	88.99
Ancona, Ill., to Streator Junction, Ill.....	30.71	30.71
Streator Junction, Ill., to Pekin Junction, Ill.....	5.89	.....
Pekin Junction, Ill., to Pekin, Ill.....	21.29	21.29
Ancona, Ill., to Big Blue Junction, Mo.....	350.64	350.64
Big Blue Junction, Mo., to Kansas City, Mo.....	6.60	.....
North Lexington, Mo., to St. Joseph, Mo.....	76.22	76.22
St. Joseph, Mo., to Atchison, Kas.....	20.34	.09
Atchison, Kas., to Kansas-Colorado Line.....	470.50	470.50
Kansas City, Mo., to Topeka, Kas.....	66.11	65.92
Holliday, Kas., to Oklahoma-Texas Line.....	443.03	443.03
Hawthorne, Kas., to Wilder, Kas.....	45.41	45.41
Lawrence, Kas., to North Ottawa, Kas.....	26.22	26.22
North Ottawa, Kas., to Emporia Junction, Kas.....	54.22	54.22
Quenemo, Kas., to Osage City, Kas.....	19.42	19.42
Burlingame, Kas., to Alma, Kas.....	34.30	34.30
Burlington Junction, Kas., to Burlington, Kas.....	41.47	41.47
Burlington, Kas., to Gridley, Kas.....	10.89	10.89
Colony, Kas., to Yates Center, Kas.....	24.71	24.71
Chanute, Kas., to Pittsburg, Kas.....	52.70	52.70
Pittsburg, Kas., to Joplin, Mo.....	24.87	.....
Chanute, Kas., to Longton, Kas.....	44.18	44.18
Benedict Junction, Kas., to Madison Junction, Kas.....	40.57	40.57
Cherryvale, Kas., to Coffeyville, Kas.....	18.13	18.13
Independence, Kas., to Cedar Vale, Kas.....	54.67	54.67
Havana, Kas., to Caney, Kas.....	5.43	5.43
Caney, Kas., to Kansas-Oklahoma Line.....	1.35	.....
Kansas-Oklahoma Line to Tulsa, Okla.....	68.06	67.19
Emporia, Kas., to Moline, Kas.....	83.23	83.23
Florence, Kas., to Winfield Junction, Kas.....	72.73	72.73
Strong City, Kas., to Bazar, Kas.....	11.68	11.68
Neva, Kas., to Kansas-Nebraska Line.....	151.85	151.85
Kansas-Nebraska Line to Superior, Neb.....	2.53	.....
Abilene, Kas., to Salina, Kas.....	21.99	21.99
Manchester, Kas., to Barnard, Kas.....	45.40	43.40
Florence, Kas., to Ellinwood, Kas.....	98.29	98.29
Little River, Kas., to Holyrood, Kas.....	26.33	26.33
Newton, Kas., to Arkansas City, Kas.....	78.18	78.18
Augusta, Kas., to Englewood, Kas.....	186.94	186.94
Mulvane, Kas., to Caldwell, Kas.....	37.65	37.65
Wichita, Kas., to Pratt, Kas.....	79.72	79.72
Arkansas City, Kas., to Purcell, Okla.....	153.98	153.98
Newkirk, Okla., to Pauls Valley, Okla.....	183.67	183.67
Guthrie Junction, Okla., to Cushing Junction, Okla.....	47.87	47.87
Guthrie, Okla., to Kiowa, Kas.....	116.32	113.35
Ripley, Okla., to Esau, Okla.....	40.42	40.42
Seward, Okla., to Cashion, Okla.....	.....	10.61
Pauls Valley, Okla., to Lindsay, Okla.....	24.18	24.18
Davis, Okla., to Sulphur, Okla.....	9.25	9.25
Kiowa, Kas., to Belvidere, Kas.....	49.40	49.40
Attica, Kas., to Medicine Lodge, Kas.....	21.01	21.01
Wellington, Kas., to Hunnewell, Kas.....	18.32	18.32
Hunnewell, Kas., to Braman, Okla.....	9.08	9.08
Braman, Okla., to Tonkawa, Okla.....	15.94	15.94
Hutchinson, Kas., to Ponca City, Okla.....	141.36	141.36
Hutchinson, Kas., to Kinsley, Kas.....	84.24	84.24
Great Bend, Kas., to Scott City, Kas.....	120.23	120.23
At Scott City, Kas., connection with G. C. G. & N. R. R.....	.18	.18
At Garden City, Kas., connection with G. C. G. & N. R. R.....	.25	.25
Larned, Kas., to Jetmore, Kas.....	46.33	46.33
Kansas-Colorado Line to Cañon Junction, Colo.....	150.27	150.27
Cañon Junction, Colo., to Denver, Colo.....	116.72	116.50
Cañon Junction, Colo., to Rockvale, Colo.....	35.86	35.86
Clelland Colo., to Cañon City, Colo.....	7.24	7.24
Holly, Colo., to Rocky Ford, Colo.....	95.10	95.10
Lamar, Colo., to Kornman, Colo.....	4.36	4.36
Las Animas, Colo., to Waveland, Colo.....	2.25	2.25
Swink, Colo., to Shelton, Colo.....	4.62	4.62
La Junta, Colo., to Colorado-New Mexico Line.....	96.09	96.09
Forward.....	4,642.42	4,585.85

MAIN-TRACK MILEAGE.  
June 30, 1913—Continued.

	Oper- ated.	Owued.
<i>Brought Forward</i> .....	4,642.42	4,585.85
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—Continued:</b>		
Colorado-New Mexico Line to San Marcial, N. M. ....	353.89	353.89
Las Vegas, N. M., to Hot Springs, N. M. ....	9.01	9.01
Lamy, N. M., to Santa Fe, N. M. ....	18.13	18.13
Belen, N. M., to New Mexico-Texas Line .....	248.22	248.22
Clovis, N. M., to New Mexico-Texas Line .....	217.19	217.19
Socorro, N. M. to Magdalena, N. M. ....	27.34	27.34
San Marcial, N. M., to Deming, N. M. ....	128.03	128.03
Rincon, N. M., to New Mexico-Texas Line .....	56.26	56.26
Nutt, N. M., to Lake Valley, N. M. ....	13.31	13.31
Deming, N. M., to Silver City, N. M. ....	46.55	46.55
Whitewater, N. M., to San Jose, N. M. ....	14.54	14.54
San Jose, N. M., to Santa Rita, N. M. ....	3.29	3.29
Hanover, N. M., to Fierro, N. M. ....	6.18	6.18
<i>Garden City, Gulf &amp; Northern Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Garden City, Kas., to Scott City, Kas. ....	36.92	36.92
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—COAST LINES:</b>		
Belen, N. M., to Rio Puerco, N. M. ....	17.82	17.82
Sandia, N. M., to Dalies, N. M. ....	3.52	3.52
Isleta, N. M., to Needles, Cal. ....	562.90	562.90
Mojave, Cal., to Kern Junction, Cal. ....	67.38	67.38
Kern Junction, Cal., to Ferry Point, Cal. ....	306.53	306.53
Corcoran, Cal., to Calwa, Cal. ....	68.07	68.07
Laton, Cal., to Lanare, Cal. ....	17.57	17.57
Barstow, Cal., to Los Angeles, Cal. ....	140.74	140.74
Los Angeles, Cal., to National City, Cal. ....	131.91	131.91
San Bernardino, Cal., to Orange, Cal. ....	47.07	47.07
Highgrove, Cal., to Temecula, Cal. ....	45.32	45.32
Perris, Cal., to San Jacinto, Cal. ....	19.44	19.44
Elsinore Junction, Cal., to Alberhill, Cal. ....	7.76	7.76
Richfield, Cal., to Olinde, Cal. ....	4.26	4.26
Casa Blanca, Cal., to Prenda, Cal. ....	2.04	2.04
Los Angeles Junction, Cal., to Fallbrook, Cal. ....	18.05	18.05
Escondido Junction, Cal., to Escondido, Cal. ....	21.30	21.30
San Bernardino, Cal., to Mentone, Cal. ....	12.51	12.51
Highland Junction, Cal., to Mentone, Cal. ....	12.88	12.88
Redondo Junction, Cal., to Redondo, Cal. ....	20.59	20.59
<i>California, Arizona &amp; Santa Fe Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Needles, Cal., to Mojave, Cal. ....	241.56	241.56
End of track East of Colorado River Bridge to Cadiz, Cal. ....	83.48	83.48
Barnwell, Cal., to Searchlight, Nev. ....	23.22	23.22
Goffs, Cal., to Ivanpah, Cal. ....	45.21	45.21
Reedley, Cal., to Piedra, Cal. ....	16.97	16.97
Fullerton, Cal., to Richfield, Cal. ....	5.10	5.10
Riverbank, Cal., to Oakdale, Cal. ....	6.30	6.30
Richmond, Cal., to Oakland, Cal. ....	11.32	11.32
Kramer, Cal., to Johannesburg, Cal. ....	28.64	28.64
<i>Western Arizona Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
McConnico, Ariz., to Chloride, Ariz. ....	24.04	24.04
<b>ATCHISON, TOPEKA &amp; SANTA FE RAILWAY—S. F. P. &amp; P. LINES:</b>		
<i>California, Arizona &amp; Santa Fe Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Ash Fork, Ariz., to Phoenix, Ariz. ....	195.34	195.34
A & C Junction, Ariz., to end of track East of Colorado River Bridge. ....	106.84	106.84
Prescott & Eastern Junction, Ariz., to Mayer, Ariz. ....	26.40	26.40
Mayer, Ariz., to Crown King, Ariz. ....	27.70	27.70
Poland Junction, Ariz., to Poland, Ariz. ....	7.95	7.95
<i>Verde Valley Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Cedar Glade, Ariz., to Clarkdale, Ariz. ....	38.44	38.44
Total Atchison, Topeka & Santa Fe Railway Lines....	8,237.55	8,096.03

MAIN-TRACK MILEAGE  
June 30, 1913.—Continued.

	Operated.	Owued.
<b>RIO GRANDE &amp; EL PASO RAILROAD:</b>		
New Mexico-Texas Line to El Paso, Texas.....	20.21	20.21
<b>GULF, COLORADO &amp; SANTA FE RAILWAY:</b>		
Galveston, Texas, to Purcell, Okla.....	517.19	515.74
Alvin, Texas, to Houston, Texas.....	25.48	24.76
Somerville, Texas, to Silsbee, Texas.....	152.57	152.57
Montgomery Junction, Texas, to Montgomery, Texas.....	.92	.92
Bragg, Texas, to Saratoga, Texas.....	9.17	9.17
Temple, Texas, to San Angelo, Texas.....	228.34	228.34
Belton Junction, Texas, to Belton, Texas.....	1.25	1.25
Lampasas Junction, Texas, to Lampasas, Texas.....	1.06	1.06
Lometa, Texas, to Eden, Texas.....	98.18	98.18
Coleman Junction, Texas, to Coleman, Texas.....	6.19	6.19
Cleburne, Texas, to Weatherford, Texas.....	39.90	39.90
Cleburne, Texas, to Paris, Texas.....	152.62	152.32
Dallas Junction, Texas, to Dallas, Texas.....	1.60	1.60
McGregor, Texas, to Waco, Texas.....	19.30	.....
Ladonia, Texas, to Honey Grove, Texas.....	11.72	11.72
Connection with Cane Belt R. R. at Sealy, Texas.....	.08	.08
At De Ridder, La.....	.56	.....
<i>Gulf, Beaumont &amp; Kansas City Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Beaumont, Texas, to Roganville, Texas.....	62.62	62.62
<i>Gulf, Beaumont &amp; Great Northern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Roganville, Texas, to Center, Texas.....	77.78	77.78
<i>Cane Belt Railroad (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Sealy, Texas, to Matagorda, Texas.....	90.65	107.84
Eagle Lake Junction, Texas, to Eagle Lake, Texas.....	.45	
Rayner, Texas, to Bonus, Texas.....	13.77	
Boedeker, Texas, to Garwood, Texas.....	2.97	
<i>Jasper &amp; Eastern Railway (stock owned by The A. T. &amp; S. F. Ry. Co.):</i>		
Kirbyville, Texas, to Oakdale, La.....	81.40	81.40
Total Gulf, Colorado & Santa Fe Railway.....	1,595.77	1,573.44
<b>PECOS &amp; NORTHERN TEXAS RAILWAY:</b>		
Amarillo, Texas, to Texas-New Mexico Line.....	94.93	94.93
Canyon Junction, Texas, to Coleman, Texas.....	302.67	302.67
Sweetwater Junction, Texas, to Sweetwater, Texas.....	3.12	3.12
Plainview Junction, Texas, to Floydada, Texas.....	26.75	26.75
Slaton Junction, Texas, to Lamesa, Texas.....	54.32	54.32
Total Pecos & Northern Texas Railway.....	481.79	481.79
<b>PECOS RIVER RAILROAD:</b>		
Texas-New Mexico Line to Pecos, Texas.....	54.24	54.24
<b>SOUTHERN KANSAS RAILWAY OF TEXAS:</b>		
Oklahoma-Texas Line to Amarillo, Texas.....	124.92	124.92
<b>TEXAS &amp; GULF RAILWAY:</b>		
Longview, Texas, to Grigsby, Texas.....	73.90	73.27
Center, Texas, to Gary, Texas.....	21.93	21.28
Longview, Texas, to end of track, near Ore City, Texas.....	29.66	.....
Total Texas & Gulf Railway.....	125.49	94.55
<b>GULF &amp; INTERSTATE RAILWAY OF TEXAS:</b>		
Galveston, Texas, to Beaumont, Texas.....	71.33	70.24
<b>CONCHO, SAN SABA &amp; LLANO VALLEY RAILROAD:</b>		
Miles, Texas, to Paint Rock, Texas.....	16.49	16.49
San Angelo, Texas, to Sterling City, Texas.....	43.66	42.97
Total Concho, San Saba & Llano Valley Railroad.....	60.15	59.46



MAIN-TRACK MILEAGE.  
June 30, 1913.—Continued.

## SUMMARY.

	Oper- ated.	Owued
Atchison, Topeka & Santa Fe Railway.....	8,237.55	8,096.03
Rio Grande & El Paso Railroad.....	20.21	20.21
Gulf, Colorado & Santa Fe Railway.....	1,595.77	1,573.44
Pecos & Northern Texas Railway.....	481.79	481.79
Pecos River Railroad.....	54.24	54.24
Southern Kansas Railway of Texas.....	124.92	124.92
Texas & Gulf Railway.....	125.49	94.55
Gulf & Interstate Railway of Texas.....	71.33	70.24
Concho, San Saba & Llano Valley Railroad.....	60.15	59.46
Total.....	10,771.45	10,574.88

		Owued.
Mileage of System Lines owned (see foregoing pages).....		10,574.88
Mileage of Separately Operated Lines:		
¶ Beaumont Wharf & Terminal Company.....		
* Grand Canyon Railway.....	63.58	
† Kansas Southwestern Railway.....	59.35	
§ Leavenworth & Topeka Railway.....	44.70	
‡ Northwestern Pacific Railroad.....		
Standard Gauge.....	387.50	
Narrow.....	82.91	
‡ Sunset Railway.....	470.41	
	50.10	688.14
Mileage of Lines under Construction, completed to June 30, 1913:		
Dodge City & Cimarron Valley Railway..	119.42	
Pecos & Northern Texas Railway.....	35.78	
		155.20
Total.....		11,418.22

¶ Mileage classed as Yard Tracks and Sidings.

\* Of the total outstanding capital stock this Company owns 99 per cent.

† Owned jointly with the St. Louis & San Francisco Railroad Company.

§ Owned jointly with the Union Pacific Railroad Company.

‡ Owned jointly with the Southern Pacific Company.

Mileage upon which General Mortgage is a direct lien.....	7,170.60
Mileage represented by stocks and bonds pledged under General Mortgage....	1,388.93
Total Mileage subject to General Mortgage.....	8,559.53

## LOCATION OF OPERATED MAIN-TRACK MILEAGE BY STATES.

	Miles.	Miles.
In Illinois.....	290.00	
Iowa .....	19.89	
Missouri.....	314.17	
Kansas.....	2,697.42	
Nebraska.....	2.53	
Oklahoma.....	941.50	
Texas.....	2,370.72	
Louisiana.....	64.50	
Colorado.....	512.51	
New Mexico.....	1,330.30	
Arizona.....	813.32	
Nevada.....	11.60	
California.....	1,402.99	
Total.....		10,771.45



MAIN-TRACK MILEAGE.  
June 30, 1913.—Continued.

	Miles.	Miles.
During the year the miles of main track operated by the System increased 38.57 miles, as follows:		
ATCHISON, TOPEKA & SANTA FE RAILWAY—COAST LINES:		
Lanare, Cal., to end of track.....	2.05	
Western Arizona Railway:		
Extended at Chloride, Ariz. ....	2.47	
	4.52	
Deduct: Sundry adjustments of mileage .....	.43	
ATCHISON, TOPEKA & SANTA FE RAILWAY—S. F. P. & P. LINES:		4.09
Verde Valley Railway:		
Cedar Glade, Ariz., to Clarkdale, Ariz. ....		38.44
PECOS & NORTHERN TEXAS RAILWAY:		
Sweetwater Junction, Texas, to Sweetwater, Texas. ....		3.12
DEDUCTIONS:		45.65
ATCHISON, TOPEKA & SANTA FE RAILWAY:		
Pittsburg, Kas., to Chicopee, Kas. (classified as side track) .....	4.30	
North Ottawa, Kas., to Ottawa, Kas. (classified as second track) .....	.97	
Sundry adjustments of mileage .....	.57	
GULF, COLORADO & SANTA FE RAILWAY:	5.84	
Sundry adjustments of mileage .....	.29	
TEXAS & GULF RAILWAY:		
Adjustment of mileage .....	.31	
GULF & INTERSTATE RAILWAY OF TEXAS:		
Adjustment of mileage .....	.64	7.08
Total Increase, System .....		38.57

ADDITIONAL MAIN TRACKS.

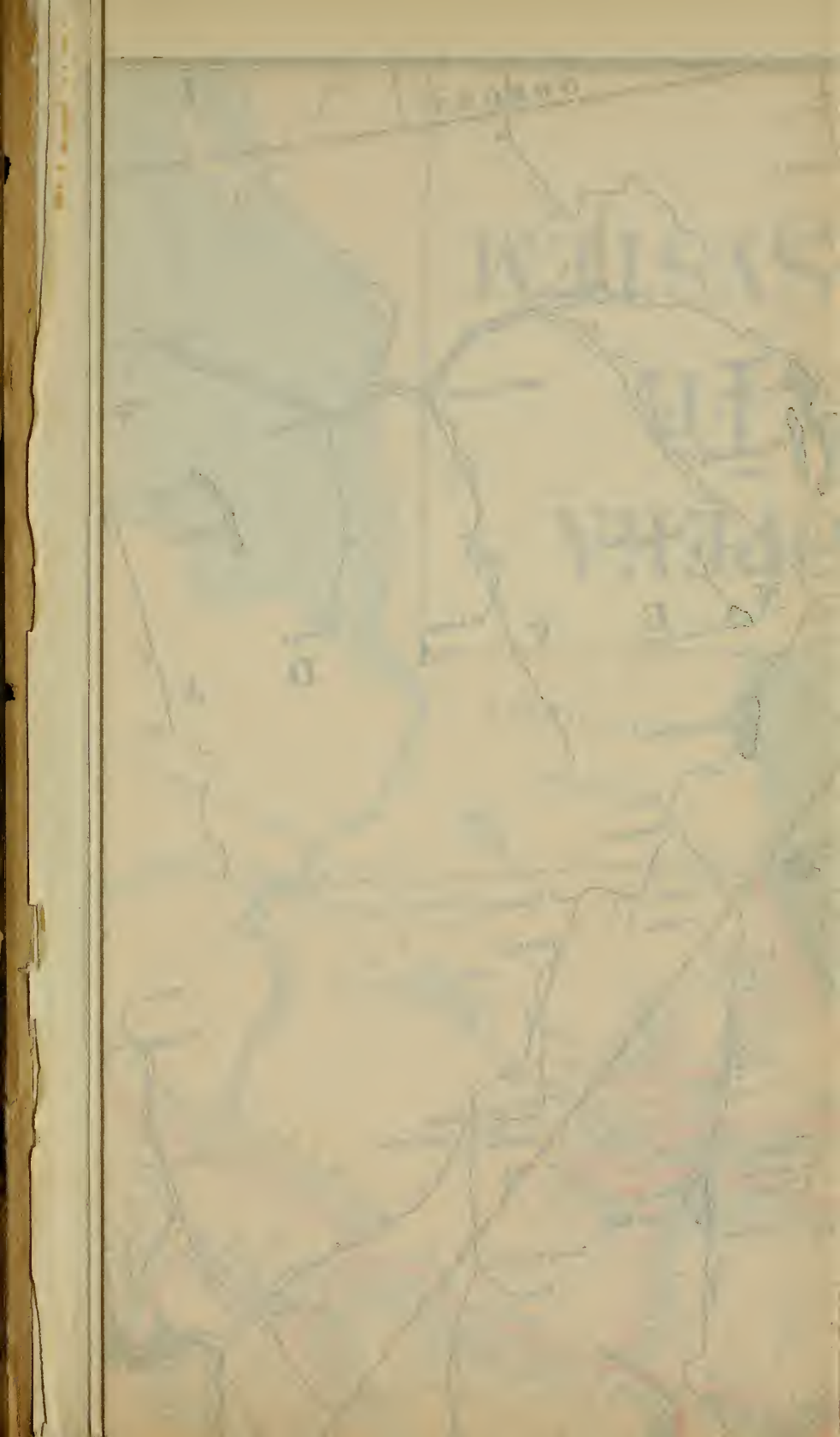
	Operated.	Owued.
SECOND MAIN TRACK:		
Dearborn Station to Crawford Avenue, Chicago, Ill. ....	6.28	4.94
Crawford Avenue to Plaines, Ill. ....	35.10	35.10
Plaines, Ill., to Pequot, Ill. ....	15.60	.....
Pequot, Ill., to East Fort Madison, Ill. ....	173.67	173.67
Fort Madison, Ia., to Carrollton Junction, Mo. ....	156.26	156.26
Carrollton Junction, Mo., to Hardin, Mo. ....	16.21	.68
Hardin, Mo., to Camden Junction, Mo. ....	13.44	13.44
Sibley, Mo., to Congo, Mo. ....	17.52	17.52
Big Blue Junction, Mo., to Chicago Junction, Mo. ....	6.64	.04
Kansas City, Mo., to Braddock, Kas. ....	174.46	174.46
Walton, Kas., to Mission, Kas. ....	12.80	12.80
South Denver, Colo., to Denver, Colo. ....	4.02	.28
Trinidad, Colo., to Raton, N. M. ....	22.86	22.86
Rio Puerco, N. M., to Suwanee, N. M. ....	15.47	15.47
McCarty's, N. M., to Horace, N. M. ....	10.59	10.59
Baca, N. M., to Perea, N. M. ....	28.55	28.55
Winslow, Ariz., to Cactus, Ariz. ....	14.91	14.91
Flagstaff, Ariz., to Ash Fork, Ariz. ....	60.09	60.09
Pan, Ariz., to Seligman, Ariz. ....	5.36	5.36
Seligman, Ariz., to Yampai, Ariz. ....	22.76	22.76
Topock, Ariz., to Goffs, Cal. ....	42.75	42.75
Daggett, Cal., to Barstow, Cal. ....	9.52	9.52
Barstow, Cal., to Cottonwood, Cal. ....	11.40	11.40
Keenbrook, Cal., to San Bernardino, Cal. ....	14.85	14.85
Calwa, Cal., to Fresno, Cal. ....	3.25	3.25
Galveston, Texas, to Virginia Point, Texas. ....	3.96	2.37
Total Second Main Track .....	898.32	853.92
THIRD MAIN TRACK:		
Hardin, Mo., to Camden Junction, Mo. ....	12.89	.56
Kansas City, Mo., to Turner, Kas. ....	5.93	5.93
Total Third Main Track .....	18.82	6.49
FOURTH MAIN TRACK:		
Kansas City, Mo., to Turner, Kas. ....	5.94	5.94
Total Additional Main Tracks .....	923.08	866.35
Total Mileage Yard Tracks and Sidings .....	3,717.20	

## BONDS PLEDGED AS SECURITY FOR FUNDED DEBT.

Atchison Union Depot & R. R. Co. ....	2d Mtge. 5%	\$ 5,000
Gulf, Colorado & Santa Fe Ry. Co. ....	1st " 6%	12,695,000
" " " " .....	2nd " 6%	8,614,000
The Kansas City Belt Ry. Co. ....	1st " 6%	25,000
Kansas City Northwestern R. R. Co. ....	1st " 5%	2,000
The Leavenworth & Topeka Ry. Co. ....	1st " 4%	50,000
Rio Grande & El Paso R. R. Co. ....	1st " 6%	500,000
The Southern Kansas Ry. Co. of Texas .....	1st " 5%	1,583,000
Toluca Coal Co. ....	1st " 5%	289,000
The Union Passenger Depot Co. of Galveston...	1st " 6%	64,000
		<hr/> \$23,827,000

## STOCKS PLEDGED AS SECURITY FOR FUNDED DEBT.

	Pledged.	Direc- tors.	Total.	Par Value.
Atchison Union Depot and Railroad Co.....	18	.....	18	\$ 18,000 00
Aztec Land and Cattle Co., Limited. ....	2,154	3	2,157	21,570 00
Cherokee & Pittsburg Coal and Mining Co....	1,989	11	2,000	200,000 00
Forest Park & Central R. R. Co.....	16	.....	16	1,600 00
Fort Worth Union Passenger Station Co.....	232	3	235	23,500 00
Gulf, Colorado & Santa Fe Ry. Co .....	45,470	130	45,600	4,560,000 00
The Las Vegas Hot Springs Co.....	2,459	7	2,466	246,600 00
The Leavenworth & Topeka Ry. Co.....	246	4	250	25,000 00
The Leavenworth Depot & Railroad Co.....	120	5	125	12,500 00
Pacific Land Improvement Co.....	995	5	1,000	100,000 00
The Peck Water Works Co....	367	5	372	37,200 00
Rio Grande & El Paso R. R. Co.....	1,993	7	2,000	200,000 00
Rio Grande Land Co. ....	2,495	5	2,500	250,000 00
Rush Center Town Co.....	12	.....	12	1,204 90
St. Joseph Terminal R. R. Co.....	1,485	15	1,500	150,000 00
St. Joseph Union Depot Co. ....	9	1	10	1,000 00
The Santa Ana Valley Irrigation Co.....	.....	4½	4½	22 50
The Southern Kansas Ry. Co. of Texas.....	5,955	90	6,045	604,500 00
The Union Passenger Depot Co. of Galveston	1,995	5	2,000	200,000 00
	68,010	300½	68,310½	\$6,652,697 40









# THE ATCHISON, TOPEKA AND SANTA FE RAILWAY SYSTEM

1913

Drawn, Engraved and Printed by American Book Rate Co., N.Y.





